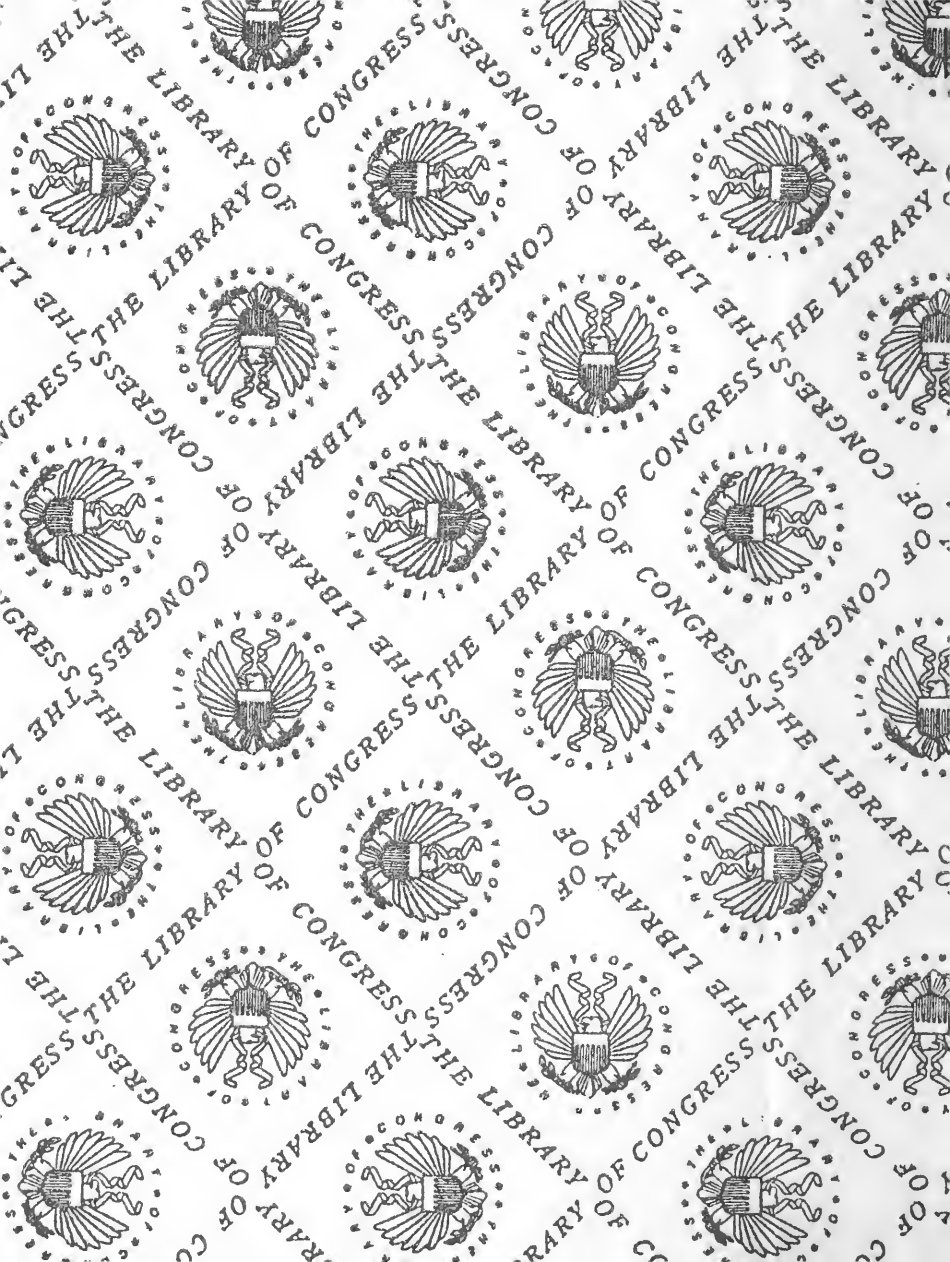
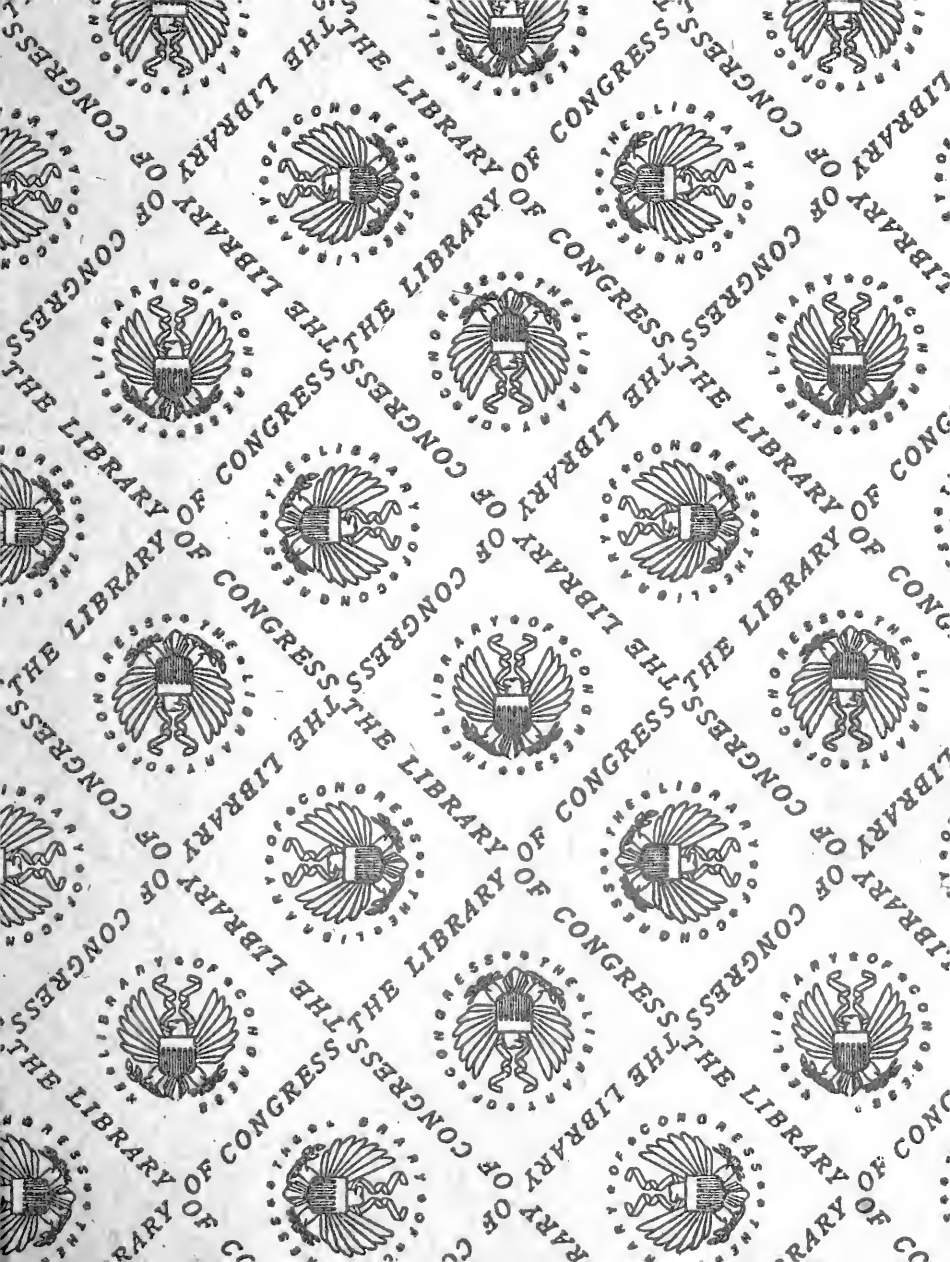


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BISCHOFF'S
"AMERICA ABROAD"

A
GUIDE

FOR

American Tourists in Europe.

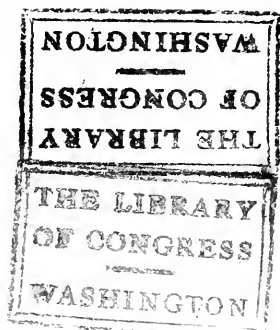
Ernest W. Bischoff

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INTRODUCTORY.

By foreign arts, domestic faults to mend,
Enlarge our notions and our views extend,
The useful science of the world to know
Which books can never teach, nor pedants show.
LORD LYTTLETON.

It is intended in publishing the following pages,
First: To supply, in as brief a manner as possible, the travelling public with that information which ordinarily practical experience alone can furnish, namely: such suggestions as the tourist will find of *general* utility on his travels; and by posting him as to the preparations necessary for travelling, and pointing out such possible phases as may "turn up" during his journey, to dispel that vague sensation of doubt and uncertainty usually accompanying every first attempt of a trip to a foreign country, and, *Second*: To insure to the tourist, or traveller generally, as much as practicable, that immunity from extortionate demands on his purse by hotel-keepers, etc., and dependence on guides, commissionaires, etc., to which the ordinary tourist in Europe is subjected, and in giving some practical hints on judicious economy of time

and money, enable him, the more thoroughly and intelligently to understand, enjoy, and appreciate such objects of interest as he may encounter on his tour. The magnificent scenery of the Rhine, its legends, etc., the historic treasures of London, the sublimity and the awe inspired by the majestic height of the Alps are conceded by all to be unrivalled ; but an intelligent traveller will certainly enjoy these attractions more intensely after having gained, in some manner, a general outline and idea of the beauties in store. Even a superficial acquaintance with the legends of the Rhine, for instance, adds in a great degree to the charm of a trip on that beautiful river, and a knowledge of the story of the Lurlei, Mäusethurm, and other "sagas" associated with its rugged castles, cannot but heighten the interest of even the most callous and prosaic of characters.

If, after perusing the following pages, and after accomplishing the trip contemplated, the unbiased reader will frankly acknowledge that their contents contribute in some degree to the above object, the ambition of the writer will be amply realized.

A little preparation in respect to studying the general geography of the country, the customs of its

people, etc., will be found eminently serviceable, for "He who would bring home the wealth of the Indies, must carry the wealth of the Indies with him—so it is with travelling; a man must carry knowledge with him, if he would bring home knowledge," and it is just in proportion to the information he takes with him concerning the country about to be visited, that he will bring home information from that country and will have profited by the journey.

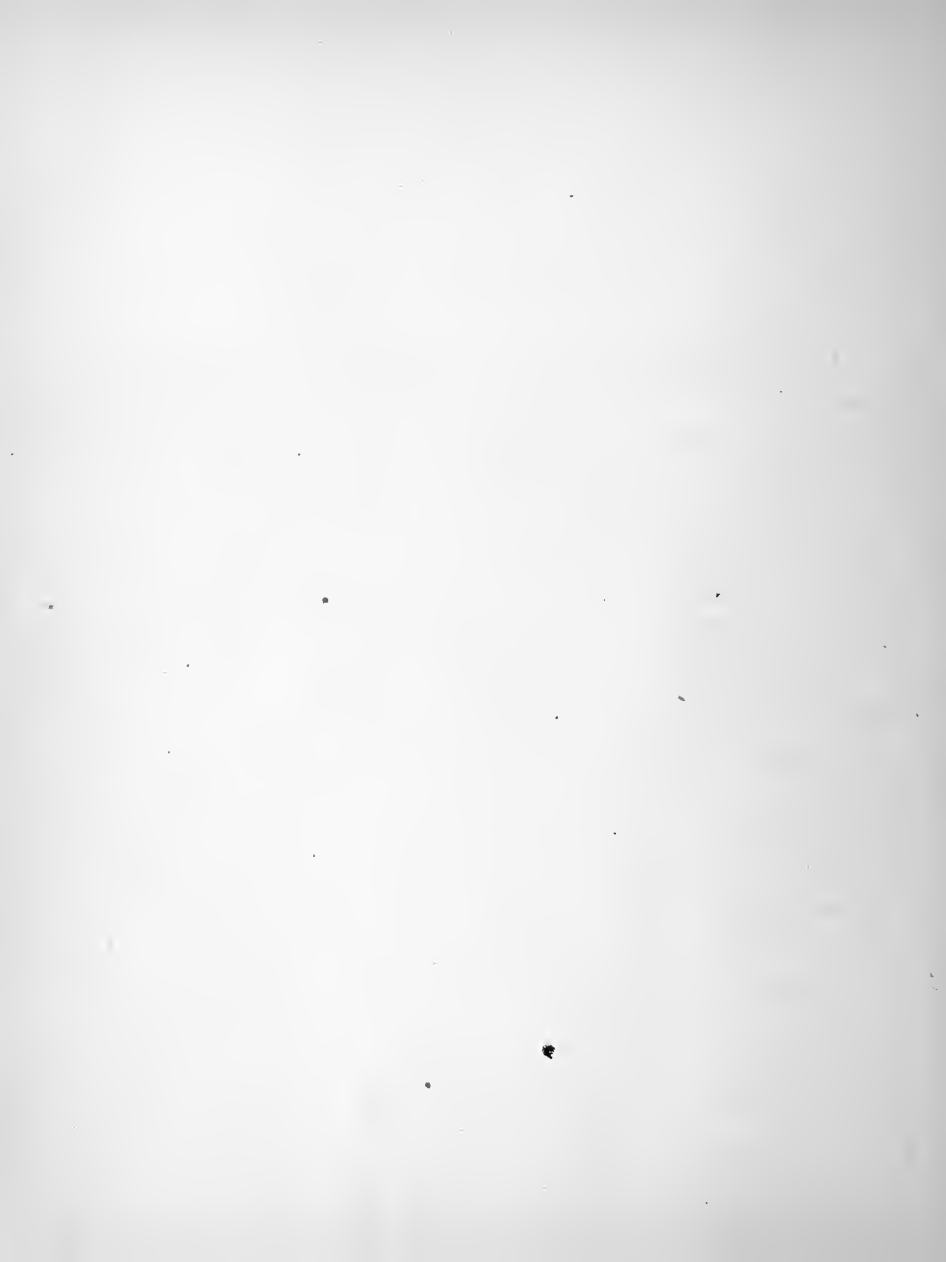
The writer has compiled the entire contents of the book, from notes of personal observation, and the countries described have been repeatedly visited by him within the last seven years. As the cities, etc., are subject to some changes every year, infallibility is not claimed, although such changes are generally of an insignificant character; the writer will be grateful for any information with which he may be favored by travellers, providing the data communicated are of their own experience.

E. W. BISCHOFF, LL.B., DR. JUR.



GENERAL PLAN.

The author deems the plan observed in the work, the most advantageous, as it introduces the various subjects in the natural order in which they would follow on the tour itself. We will first consider the preparations necessary to travelling generally, with particular reference to a Continental trip. For tourists unacquainted in the metropolis, we give a concise description of the city, briefly mentioning such objects of interest that may enable the traveller to spend a day or two profitably before leaving for Europe. After giving the names of the lines of steamers directly communicating with the continent of Europe, we describe the continental countries and their principal cities, attractions, hotels, etc. At the end of each chapter an itinerary through the country is added, in which we confine ourselves (for the sake of brevity), as much as possible, to the most frequented and favored routes.



CHAPTER I.

1. LANGUAGE.—The more thorough one's acquaintance with the language of the country about to be visited, the greater will be the pleasure and knowledge derived. This is particularly applicable to those who contemplate exploring the more unfrequented districts of the Continent. Should, however, the tourist not intend deviating from the beaten track, he will generally find that English and French are usually spoken at the principal hotels, and the ordinary resorts of foreigners, although even here, a slight knowledge of the vernacular may prove very serviceable, as strangers entirely ignorant of the language are naturally more subjected to the extortions practiced by cab-drivers, waiters, etc., which even the suggestions of the most experienced will be powerless to avoid. It may be noticed here, that as a general rule, the charges of cab-drivers, messengers, etc., are regulated by police ordinances, an extract of which they are, under a penalty, bound to carry with them, though they are usually very reluctant to produce their "tariff." Should the

tourist suspect an attempt at extortion, their tariff should be demanded. In cases where the money is already exacted, a threat to call an officer will generally insure a ready restitution of the surplus charges.

2. MONEY.—It is advisable, for the tourist to provide himself before starting, with the current money of the countries he proposes visiting. This can either be done by taking with him banknotes of large denominations or procuring drafts or circular notes drawn on the principal cities of the Continent.

German, French and English paper and gold are everywhere favorably received, (20 marks=\$4.75=19½ shil.=24 $\frac{50}{100}$ fcs.=25 lire=12 fl., Austrian). In Austria and Italy gold still commands a premium, when converted into the paper currency of the respective country.

The German mark contains 100 phennig. The banknotes are of the denomination of 5, 20, 50, 100, 500 marks and upwards; the coin of 1, 2, 5 marks. There are also base metal pieces as follows: nickel 5 and 10 phennig, and 1 and 2 phennig copper pieces.

The English notes consist of: 5, 10, 20, 50, 100, 300 £ and upwards. (Ireland and Scotland also issue

1 £ notes.) Guinea pieces (21 shillings) are now very rare ; the coin in circulation are : 1, $\frac{1}{2}$ £ gold, and 3, 4, 6 pence silver, single shillings, 2 shillings or florins, $2\frac{1}{2}$ shillings and 5 shilling pieces. Also pence and half-pence copper.

France, Belgium, Italy and Switzerland, belonging to the same monetary union, have francs, (in Italy *lire*). There are 5, 10, 25, 50, 100 franc notes and upwards, and 20, 50 centime pieces ; and 1, 2 and 5 franc silver coins. The franc has 100 centimes or 20 sous or soldi.

Austria issues 1, 5, 10, 50, 100, etc., gulden or florin notes, and 1, 5, 10, 20 and 50 kreutzer pieces. The gulden has 100 kreutzers. There are also, silver gulden and thaler pieces.

Holland reckons in guilders, stivers and cents, and issues denominations as above.

3. EXPENSE OF A TRIP.—A variety of circumstances come into consideration when calculating the expense of a tour on the Continent and in Great Britain. It may, however, be stated generally, that travelling in Germany, Belgium and Italy is less expensive than in most other European countries, par-

ticularly when availing oneself of the advantages offered by almost all European railways, namely of taking circular tickets of which we add a list at the end of this volume. These tickets generally include all cities of importance between the starting point and destination, are liberally limited as to time, and effect a saving of one-third to one-half of the regular fares.

The tourist of moderate requirements, especially when having attained a tolerable proficiency in the language, and the pedestrian avoiding the beaten track of ordinary travellers as much as possible, may succeed in confining his expenditure from \$2.50 to \$3.50 per day. Those, however, who avail themselves of all public conveyances, frequent hotels of the highest class, employ the services of guides, porters, etc., must be prepared to expend \$6.00 to \$10.00 and more daily.

4. PASSPORTS.—As a rule, passports are not required now, but of late, on account of the nihilistic and socialistic agitations, strangers are often subjected to serious inconveniences when entering some European cities without a proper identification. This is notably the case in Hamburg, Berlin, Frankfort, Leipzig,

etc. A passport will frequently also prove very serviceable in establishing one's identity in cashing checks, procuring admission to private art galleries, collections, etc., obtaining delivery of registered letters, and letters addressed *poste restante*.

By act of Congress, approved June 20, 1874, a fee of five dollars is required to be collected for every citizen's passport. A passport is good only for two years, and is procured by making sworn application before a notary and remitting citizen's paper with tax, to the Secretary of State at Washington. American citizens abroad desiring to obtain a passport must apply to the chief diplomatic representative of the United States in the country in which it is intended to be used; or, in the absence of a diplomatic representative, to the Consul-General or Consul, a list of whom we give below. As the stranger will be apt to have greater difficulties in proving his identity abroad than at home, it is advisable, in all cases, to procure a passport before undertaking the trip, and thus insure that tranquillity of mind above all requisite to the traveller for the full enjoyment of a pleasure trip.

DIPLOMATIC AND CONSULAR AGENTS.

<i>Residence.</i>	ENGLAND.	<i>Salaries.</i>
London—Envoy Extraordinary and Minister Plenipotentiary.....		\$17,500
London—Secretary of Legation.....		2,650
London—Assistant Secretary of Legation...		2,000
London—Consul-General.....		7,500
Liverpool—Consul.....		7,500
Tunstall—Consul.....		1,500
Southampton—Consul.....		2,000
Sheffield—Consul.....		2,500
Manchester—Consul.....		2,000
Leeds—Consul.....		2,000
Bristol—Consul.....		<i>Fees</i>
Plymouth—Consul.....		<i>Fees</i>
Falmouth—Consul.....		<i>Fees</i>
New Castle—Consul.....		<i>Fees</i>
Cardiff—Consul.....		<i>Fees</i>
Birmingham—Consul.....		2,000
SCOTLAND.		
Glasgow—Consul.....		\$3,000
Dundee—Consul.....		2,000
Leith—Consul.....		<i>Fees</i>

<i>Residence.</i>	IRELAND.	<i>Salaries.</i>
Belfast—Consul		\$2,000
Cork—Consul		2,000
Dublin—Consul		<i>Fees</i>
Londonderry—Consul		<i>Fees</i>

AUSTRIA.

Vienna—Envoy Extraordinary and Minister Plenipotentiary	\$12,000
Vienna—Secretary of Legation	1,800
Vienna—Consul-General	1,500
Trieste—Consul	2,000
Prague—Consul	<i>Fees</i>

GERMAN EMPIRE.

Berlin—Envoy Extraordinary and Minister Plenipotentiary	\$17,500
Berlin—Secretary of Legation	2,625
Berlin—Assistant Secretary of Legation	2,000
Cologne—Consul	3,000
Frankfort—Consul-General	3,000
Aix-la-Chapelle—Commercial Agent	2,500
Berlin—Consul	<i>Fees</i>
Bremen—Consul	\$3,000

<i>Residence.</i>	GERMAN EMPIRE.	<i>Salaries.</i>
Stettin—Consul		1,000
Geestemünde—Commercial Agent.....		<i>Fees</i>
Munich—Consul.....		1,000
Nuremberg—Consul.....		<i>Fees</i>
Augsburg—Consulor Agent.....		<i>Fees</i>
Dresden—Consul.....		<i>Fees</i>
Leipzig—Consul.....		<i>Fees</i>
Chemnitz—Consul.....		<i>Fees</i>
Hamburg—Consul.....		2,000
Brunswick—Consul		<i>Fees</i>
Crefeld—Consul.....		<i>Fees</i>

FRANCE.

Paris—Envoy Extraordinary and Minister Plenipotentiary	\$17,500.
Paris—Secretary of Legation.....	2,625
Paris—Assistant Secretary of Legation.....	2,000
Paris—Consul-General	6,000
Bordeaux—Consul	2,000
La Rochelle—Consul.....	1,500
Lyons—Consul	1,500
Nantes—Consul.....	1,500
Hvre—Consul.....	6,000

<i>Residence.</i>	FRANCE.	<i>Salaries.</i>
Nice—Consul.....		1,500
Rheims—Consul.....		<i>Fees</i>
Marseilles—Consul.....		2,500

	HOLLAND.	
The Hague—Minister Resident.....		\$7,500
Rotterdam—Consul.....		2,000
Amsterdam—Consul.....		1,000

	BELGIUM.	
Brussels—Minister Resident.....		\$7,500 .
Brussels—Consul.....		<i>Fees</i>
Antwerp—Consul.....		2,500
Liège and Verviers.....		<i>Fees</i>

	ITALY.	
Rome—Envoy Extraordinary and Minister Plenipotentiary.....		\$12,000
Rome—Secretary of Legation.....		1,800
Rome—Consul-General.....		1,500
Florence—Consul.....		<i>Fees</i>
Geneva—Consul.....		1,500
Messina—Consul.....		1,500

<i>Residence.</i>	ITALY.	<i>Salaries.</i>
Naples—Consul.....		1,500
Palermo—Consul.....		1,500
Spezzia—Consul.....		1,500
Leghorn—Consul.....		1,500
Carrara—Consul.....		<i>Fees</i>
Ancona—Consul.....		<i>Fees</i>
Venice—Consul		750

SWITZERLAND.

Berne—Minister Resident.....	\$7,500
Basle—Consul.....	2,000
Geneva—Consul.....	1,500
Zürich—Consul.....	1,500

5. CUSTOMS-INSPECTION.—The formalities of inspection are now almost everywhere lenient, although much depends in this respect upon the individual inspectors. A demand by the officials to open satchels, trunks, etc., should, in all cases, be readily complied with, as a refusal or reluctance only tends to create suspicion and cause delay. By no means put yourself at the mercy of a custom-house officer by offering a bribe.

As a rule, articles purchased during the journey and not destined for personal use should be "declared" at the frontier. At some custom-house stations, (in Austria, Italy, etc.,) playing-cards, almanacs and sealed letters are confiscated if found. In Austria, France and Belgium tobacco is a Government monopoly, and this will perhaps be the case in the German Empire, sooner or later. In that event the liability to pay duty will be even more strictly enforced. New silks, laces, jewelry, preserves, sugar, etc., are all dutiable. All articles worn or already used, and generally one copy of books, etc., are exempt. Those who pay duty on segars or other articles on crossing the frontiers should preserve the receipt, otherwise they may be compelled to pay a second time (frequently on entering towns where civic imposts are still levied). Trunks, etc., not containing articles to be used during the ocean passage or en route should be sent to the principal stopping place of the traveller "*direct*," when they will be inspected at their final destination, and thus save the tourist considerable delay at the intermediate frontier stations.

CHAPTER II.

1. PLAN OF TOUR.—A considerable saving of time and expense will be effected by the tourist, by carefully preparing his plan of travelling before setting out. It will be the aim of the writer to enable the traveller to ascertain how each day may be profitably spent, although unfavorable weather would influence the carrying out of a prescribed tour to some extent.

2. SEASON.—For excursions among the mountains of Germany, Austria and France, or a trip through Great Britain, Holland and Belgium, the most preferable season would be from July to the middle of September, while for tours to the Alps, August is most suggestive of pleasure. Italy and lower France are most favorable for a visit in the latter part of September, and during the months of October and November. Even in midsummer the Alpine passes are occasionally rendered difficult to travel by snow storms, though they are of very rare occurrence. The danger of avalanches in the Alps is greatest in the Spring and more particularly at noon. Lower Austria, the south-

ern Alpine region and the Italian lakes may, to the more hardy tourist, be attractive as early as the beginning of June, a time when the melting of the mountain snow tends to increase the many waterfalls and thus heighten the beauty of that region. Those fond of southern fruit, such as figs, oranges, grapes, etc., arriving at perfection in Autumn, should not visit lower Austria and Central Italy before October, particularly as the cooler atmosphere then prevailing will render walking and mountain climbing less irksome.

3. COMPANIONS.—The tourist travelling singly, who has acquainted himself more or less with the language, customs and geography of the country, will of course have the most favorable opportunity of studying the people, observing their peculiarities and gaining information concerning their land. This rule may frequently also be applicable to a party of two who are “well matched” and are in perfect harmony with each other, and under these circumstances the tour may even be less expensive, as two travellers can usually be accommodated for comparatively less in a light conveyance, or occupy the same room at a hotel. A third will, with rare exceptions, be found

de trop, and the greater the number is extended the readier will this rule apply. We all know the adage that "many men have many minds," and this is eminently true of travellers in a party. The obstinacy or whim of one of the party will often be maintained at the expense of the *esprit* and good-fellowship of all, and may perhaps frustrate the enterprise entirely.

4. EXCURSIONS ON FOOT.—For a foot tour of one or two weeks, several flannel shirts, two pair of worsted socks, light shoes or slippers, and the requisite toilet articles, carried in a game-bag over the shoulder will usually suffice. To this equipment a light ulster and an umbrella can be advantageously added. Strong and well-tried boots are absolutely essential to the comfort of the pedestrian, who unquestionably is the most independent of travellers and most competent both physically and intellectually, to enjoy the beautiful scenery with which the Continent of Europe is replete. Of course, the traveller should provide himself with a more extensive reserve of clothing than the above, especially if he contemplates visiting towns of importance, but even this should be limited to articles that can be conveniently packed into a valise which, if necessary, could

also be taken with him or forwarded from town to town by post. As a rule, it may be stated, that the less the tourist is burdened with *impedimenta* the more perfect will be the pleasure of the trip. Northern Germany offers many attractions and picturesque districts to the pedestrian, such as the Saxon Switzerland, the Thuringian Forest, the Harz, the Giant Mountains, the environs of Kiel and the island of Rügen. The student of art is strongly recommended on this tour to visit the cities of Dresden, Berlin and Copenhagen, and the archæologist will find many objects to interest him in the ancient towns of Hildesheim, Lübeck, Bremen and Hameln, while the historian will find an ample field at Wittenberg, Leipzig, etc.

5. GUIDES.—Thanks to the efforts of the Alpine and Tourist's Clubs in Europe great improvements have been introduced among the guides within the last few years, especially in the more frequented parts of Germany, Switzerland, etc. A system of fixed charges has been established, and the standard of intelligence of the guides and members of similar fraternities has been raised. They are as a class intelligent, honest, and generally well informed in the districts of their im-

mediate vicinity. The usual fee for a tour of some length is \$2.00 to \$3.00 a day in Austria, Italy and South Germany ; but the charges for the longer and more difficult glacier expeditions in the Alps are considerably higher, and are fixed by special schedule. Mules (*sommario*) and saddle horses (*cavàllo*), can be had at almost every inn. Each guide is obliged to carry fifteen pounds of baggage. Inasmuch as the individual who, as guide, is perhaps to be his sole companion for several days, a certain degree of unreserve should exist between guide and tourist. We cannot, of course, determine beforehand to what degree this good fellowship should be carried, but the discriminating traveller will soon be able to judge whether it be judicious at times to share the contents of his cigar case or flask with his guide, and if the contents is no better than the average native manufacture he will find that like "mercy" its bestowal "blesseth him that giveth and him that takes" as it plays less havoc with the stomach of the mountaineers than it usually does with the less hardy tourists. The guides furnished by innkeepers are often obliged to hand over their fees or the grèater part of them to their employer, and they, in consequence, importune the tourist for an extra

gratuity or *Trinkgeld*. In remote regions, where the traveller has no alternative but to apply to his inn-keeper for a guide, he must occasionally submit to these extortions. Guides are often rendered unnecessary, for crossing mountain passes, by indications of the route by means of heaps of stones, crucifixes (especially in Rhenish and Southern Germany) and posts.



CHAPTER III.

1. CONVEYANCES.—RAILWAYS: In Belgium, Germany and Italy travelling by rail is cheaper than in England and most other parts of Europe. The carriages are generally comfortable and clean and are of three classes. (Germany and some other countries on the Continent also have a fourth class unprovided with seats). The second class cars, furnished with cushioned seats, are most commonly used by tourists, and frequently compare favorably with those of the first class in England. They are arranged to seat eight to ten persons commodiously in each of the six coupés of which the car consists. The carriages of the first class, lined with velvet, are comparatively little employed, but offer inducements to the lover of fresh air, as he will be more likely to secure a seat next to the window. For short distances the third class may be used unhesitatingly, being patronized by a quiet and inoffensive community, are tolerably clean, and in Summer perhaps even cooler than the first and second classes. Smoking is prohibited only in carriages so marked, or in special coupés for ladies. The fares for

the various classes, average four, three and two cents per English mile respectively, but in France and Austria they are a trifle higher. The railways on the Continent, particularly in Austria and Germany, are either under the immediate superintendence of, or are entirely controlled by the respective governments, and are without exception well organized and safe; the latter somewhat at the expense of speed, which seldom exceeds twenty-five miles per hour. In Germany, Austria, etc., fifty pounds of baggage are free in addition to articles carried in the hand. The charges for overweight are moderate.

No *personal* baggage is checked unless its owner presents his passenger ticket. The heavier luggage should invariably be booked and a receipt obtained for it. The more simple and expeditious system of brass checks prevailing on our railways is not yet adopted in Europe. The traveller having checked his trunks, need be under no apprehension as to their prompt or safe arrival at their final destination, at which they are taken care of by a porter until its counter-receipt or ticket is presented, upon which it is delivered subject to a small gratuity for storage.

DILIGENCE : *Eilwagen* (*Malle-poste*) in Austria,

Deligenze in Italy, are still largely in vogue in lower Austria, Switzerland and Italy. They are ordinarily arranged for three passengers only, seating one passenger in the coupé and two in the *intérieur*. The coupé commands a tolerably good prospect of the country traversed, and should therefore be secured as soon as possible, especially in parts much frequented, where it is advisable to engage it several days in advance. The guards are generally well informed and civil, being mostly retired non-commissioned officers. As a rule, only small articles, such as satchels, hand-trunks, etc., not exceeding fifty pounds in weight, are admitted in the diligence; articles of heavier weight or larger bulk should be sent by express or *Güterwagen* in Austria and Germany. All luggage should be booked at least two hours before the time announced for departure to assure its prompt transportation.

“EXTRA POST:” For crossing remote mountain passes and visiting districts not traversed by the ordinary diligence, carriages may be obtained at inns for four persons including their luggage, if of moderate size, at \$1.50 to \$2.00 per ten miles. These charges however differ materially in the various provinces and districts. Those, fortunate enough to secure a returning carriage

(*rittorni* in Italy), are generally accommodated at a lower rate. For parties of four this mode of conveyance is less expensive and more agreeable than travelling by diligence.

OMNIBUS OR STAGE: Termed *Stellwagen* in Austria, run on the principal highways in Switzerland, Germany and Austria. The fare is about 25 cents per station (generally eight to ten miles), which they accomplish in about two hours. As a means of becoming more intimately acquainted with the people of the country they are preferable to any other mode of travelling by vehicle, without considering their pecuniary advantage. Their halting places are generally at second or third rate taverns or inns, which, of course, cannot be recommended for their daintiness or choice of edibles. The traveller is therefore counselled to postpone the principal meal, until he arrives at a larger station. The *cabriolet* in the forepart of the vehicle is the most comfortable part of the *Stellwagen* and can be secured for three persons. The seats should be occupied as soon as possible to avoid unnecessary dispute, etc.

CARRIAGES, CABS, ETC.: Carriages (*Vetturini*, *Nolosinieri* in Italy, *Voiture* in France, and *Droschke* in Ger-

many), with one and two horses, may be hired in the cities of the Continent at from twenty to thirty cents per hour, and are recommended to travellers desiring to gain a general idea of the extent of the cities visited and their suburbs before beginning a detailed inspection of the various attractions.

2. MAPS.—The traveller, especially the pedestrian, should provide himself with a general map of Europe and such special maps containing foot-paths, etc., as he may require for his particular route, and which are procurable in the principal cities of such districts as he wishes to explore or at the R. R. book-stands.

3. HOTELS, GRATUITIES.—Little variation occurs in the accommodation and charges of first-class hotels in the principal towns and watering places throughout Europe, but it frequently happens in Austria, Germany, Belgium, etc., that in old-fashioned hotels of unassuming exterior the traveller finds as much real comfort as in the more modern establishments, while the charges are more moderate. The best houses of both descriptions will therefore be enumerated in our lists.

The average charges in the first-class hotels are as follows: Bed, 70 cents to \$1.00; plain breakfast, 25 cents; dinner (*table d'hôte*), 75 cents; table wine, 25 cents; tea with steak, 50 to 75 cents: attendance (*garçon*), 25 cents; light (*bougie*), 25 cents; boots (porter) extra. This is the most prevalent or European plan; in the larger cities of all the continental countries may also be found hotels on the American plan.

When the traveller remains for a week or more at a hotel, it is advisable to pay, or at least call for, his account every two or three days, in order that erroneous insertions may be at once detected. Verbal reckonings should not be accepted. A waiter's arithmetic is faulty, and his mistakes are seldom in favor of the traveller. A habit too often prevails of presenting the bill at the last moment, when errors or wilful impositions must be submitted to for want of time to investigate them. Those who propose starting early in the morning will do well to ask for their bills on the previous evening.

A peculiarity of many of the inns in Austria and South Germany is that they have a *Gastzimmer* for the humbler classes on the ground-floor, while the *salle à manger*, for more distinguished visitors, is on

the first floor. The viands and liquors supplied in these different apartments are generally the same, while the charges differ considerably. Pedestrians and travellers of moderate requirements will find the country inns of South Germany and the German-speaking parts of Tyrol very reasonable, 5 marks=3 florins (\$1.25) a day being generally sufficient to include every item. In Italy, France, etc., the charges are higher by about 50 per cent., and larger gratuities are expected by the attendants. Tourists intending to explore very remote districts will find it advisable to take a supply of tea, coffee, or chocolate with them. Where there are no inns, accommodations may generally be obtained at the pastors, in Germany, or priests in southern countries on very reasonable terms.

The post inns are generally good. Those patronized by the *Stellwagen* are inferior, although sometimes convenient for persons travelling by these vehicles, especially when encumbered with luggage.

American travellers often impose considerable extra trouble by calling for things almost unknown in the respective countries in which they happen to find themselves, and if in such cases ignorance of the language be combined with unacquaintance with the cus-

toms, misunderstandings and disputes too often ensue. We therefore recommend once more to our countrymen to acquire, if possible, such a moderate proficiency in the language as to render them intelligible to the servants, and, as a rule, to conform in their requirements to the habits and resources of the natives. Above all, we advise Americans abroad, at all times and in all circumstances, to "keep cool," even when the abruptness of a railroad official or the stern command of *Ruhe!* by a Prussian night-watchman, would apparently warrant the display of a little native "cantankerousness."





VIEW IN LOWER PART OF BROADWAY, NEW YORK CITY.

CHAPTER IV.

Having given the tourist some general information applicable to travelling and especially pertaining to the preliminaries of a tour, we will, in the next chapter, enter into detailed descriptions of the respective countries, and for the information of those unacquainted with the city, and who wish to undertake a hurried inspection of the same, we will endeavor to briefly point out and describe those attractions of most interest to the tourist bound for Europe.

1. NEW YORK CITY.—The first authentic record of an exploration of what is now known as New York is that of Jean Verrazani, a Florentine navigator, who entered the Bay of New York as early as 1525. His search, however, was interrupted, and did not result in any permanent settlement.

In 1609, Henrick Hudson, in a vessel called "The Half Moon," navigated the bay and part of the river, being the first European who settled on Manhattan Island. He returned to Holland some years later, and gave such glowing accounts of his discovery that his visit

was imitated by Dutch traders in 1624 who established a settlement. Two years later, under Pieter Minnet, Fort Amsterdam was erected, and the entire "Manhata" Island was purchased of the Indians for about \$25.

In 1664, the English gained control of the island, and changed the name from New Amsterdam to New York. The occupation of the English was interrupted in 1673, when it was retaken by the Dutch, whose occupancy, however, was of brief duration. Thenceforth it became a flourishing settlement, so much so, that at the outbreak of the Revolution, in which it took an active part, the city contained 23,000 inhabitants. From 1783 to 1790 New York was the seat of Government of the United States, President Washington's inauguration taking place in the old City Hall, then located at the present site of the Sub-Treasury, corner Nassau and Wall Streets. The present City of New York is located at the mouth of the Hudson River in the southern part of the State. It covers the whole of Manhattan Island and a portion of the mainland, and is bounded on the south by New York Bay, on the west by the Hudson or North River, on the east by the River Bronx that separates it from Westchester

County, and the East River, a narrow, saltwater strait, dividing it from Long Island. It also includes Randall's, Ward's and Blackwell's Islands, in the East River, and Governor's Island (occupied by the U. S. Government), Bedloe's and Ellis's Islands in the Bay. The city is sixteen miles long, and varies in width from a few hundred yards to $4\frac{1}{2}$ miles at the north part.

Its harbor affords ample and safe anchorage for the largest fleets, and opens directly upon the Atlantic, making it the most convenient and favored port for departure to Europe and other countries.

From the sea New York City is approached from the south, past Sandy Hook, through the Narrows, between Long Island on the east and Staten Island on the west into New York Bay. By rail it is approached by the N. Y. Central and Hudson R. R. R., the Erie R. R. and the Pennsylvania Central R. R.

Hotels.—FIRST-CLASS : St. Nicholas, Metropolitan, Fifth Avenue, Hoffman House, Belvedere House, at corner of Fourth Avenue and 18th Street.

Of moderate pretensions.—EUROPEAN PLAN : Hartmann's Hotel, 45 and 47 Bowery, Shoenfeld's, Battery

Place.—AMERICAN PLAN : Rueckerts, corner Bowery and Canal Street.

SIGHTS.—1. Castle Garden, Broadway. 2. Stock Exchange, Broad St. 3. Trinity Church. 4. City Hall, 5. East River Bridge. 6. Tombs, 7. Cooper Institute. 8. Masonic Temple. 9. Academy of Design. 10. Grand Central Depot. 11. Columbia College. 12. Central Park, Museum, Arsenal, etc.

The Post Office stands in the triangular and the old City Hall Park, between Broadway and Park Row, and is not only a substantial and elegant structure of Doric and Renaissance architecture, but is the largest building in the city. The New Court-House, close by, was begun in 1866 ; though of beautiful design it is still unfinished. It is occupied in part by various courts and municipal offices.

The “Staats Zeitung” Building, opposite the north end of City Hall Park, at the junction of Chatham and Centre Streets, is a handsome granite building in the Renaissance style, with beautiful bronze statues of Franklin and Guttenberg above its portal. Its imposing height renders it conspicuous from all points of the city. It is with justice regarded as a

worthy memorial of German-American enterprise and industry.

Theatres.—*Haverley's*, West 14th Street near Sixth Ave. *Daly's*, Broadway and 30th Street. *Madison Square Theatre*, 25th Street, near 5th Avenue. *Standard*, Sixth Ave. and Broadway, near W. 33d St. *Niblo's Garden*, Broadway and Prince Street. *Germania*, corner 13th Street and Broadway (devoted to German plays.) *Thalia*, Bowery, near Canal Street (also devoted to the German drama.) *Grand Opera House*, 8th Ave. and 23th Street. *Tony Pastor's*, 14th Street, near 3d Ave. *Theatre Comique*, 514 Broadway. *San Francisco Minstrels*, Broadway, near 28th Street.





SUB-TREASURY, NEW YORK CITY.

2. STEAMERS TO THE CONTINENT OF EUROPE.—*The North German Lloyd Steamship Line*, running to Bremen, and stopping at Southampton and Hâvre, is a very popular mode of communication direct to the continent. The vessels are large, and ably commanded, and the pleasure-tourist who may be either going to Germany direct, or who desires to spend a few days at London and vicinity, or in Ireland and Scotland, will do well to take passage by this line instead of going roundabout to other English ports. Their agents in Southampton are Messrs. Keller, Wallis & Postlethwaite, and in Paris, L'Herbette, Kane & Co., 33 Rue du Quatre Septembre.

The Hamburg American Packet Co., one of the most successful lines which crosses the Atlantic, plies between Hamburg and New York, stopping on its outward passage at Cherbourg and Plymouth, and on its home trips at Plymouth and Hâvre. Agents in Plymouth and Southampton: Smith, Sundius & Co.; Hâvre: A. Broström & Co.

Both the above lines run extra steamers during the travelling season to accommodate their patrons.

The Rotterdam Line. A very convenient line for tourists for South-Germany, the Rhine, etc., is the Rot-

terdam line. They are excellent steamers and have the advantage of not crossing that bugbear, the Channel. They are splendidly manned and equipped, and are models of marine architecture. Agents in Rotterdam : Netherland American Steam Navigation Co.

Red Star Line. The steamers of this line sail weekly between Antwerp and New York. This line, by reason of its cheaper fares and of the favorable situation of Antwerp to Switzerland, Italy, etc., offers great inducements. Agents in Antwerp : B. von der Becke.

Recently the *Italian Line* of steamers has sprung up for travellers direct to Italy and Spain. Though a young enterprise it is liberally patronized and promises to be successful.

Among the companies whose steamers sail to England, may be mentioned the Cunard, Anchor, Guion, Inman, National and State Line ; and to France, the Bordeaux Line, and the Compagnie Générale Transatlantique.

3. THE PASSAGE.—Having selected your steamer, the question will naturally suggest itself : “What shall I wear?”

The male traveller contemplating a land trip in addition to the voyage by sea will require at least two changes of clothing—a gray or dark suit of serge or other equally durable and impervious material, an overcoat for the steamer, and some lighter goods for the journey inland ; for ladies we would recommend, as absolutely essential, three dresses : a steamer dress, for which we would choose gray camel’s hair-cloth, or any fabric equally soft, thick and warm ; a pretty travelling dress to wear after you leave the steamer for your railway journeying, and a black silk. While on board the steamer, wear only flannel undercloths and colored skirts and hose, for white skirts soil very easily on the decks, which are often wet and sooty.

Provide yourself with an extension chair before sailing. As for the amount of baggage, the less you take the better. If you take with you an infant, buy a deep clothes-basket and make a bed in it for the child

to sleep in ; set it on the floor of the state-room and secure it tightly. Endeavor to procure a nurse who will not become sea-sick. A state-room amidship, near the centre of the vessel and outside, with a port-hole, is most desirable, and as the number of these is necessarily limited the passenger should book as early as possible.

As for what to do to avoid sea-sickness, there are so many prescriptions warranted infallible, and known to be, in *some* cases, that we can only give a few, remarking that often the results are alike by entirely opposite methods. Some of the advice given is "lie down in your berth ; keep constantly on deck and in the centre of the vessel ; eat hearty but no fatty substances," etc., etc. The fact is that each instance of sea-sickness depends upon the individual itself. The author has witnessed persons apparently in the most robust of health overpowered very readily by sea-sickness, while feeble, timid persons, who were continually dreading sea-sickness before starting, were, during the passage, in the happy position of attending as good Samaritans on their otherwise more robust co-passengers.

It is a common opinion prevailing among the inexperienced, that frequent application of stimulants to

the "inner man" dispels sea-sickness. This is erroneous as after stimulation the reaction and consequent greater susceptibility to sea-sickness invariably sets in.

We would advise the passenger to change his general habits as little as possible. To remove the disagreeable taste when sea-sick, lemons often prove very serviceable, as they neutralize the acid taste arising from the stomach. Avoid as much as feasible coming near the machinery of the vessel, as the smell of the oil and steam often nauseates. As a general rule avoid all nauseating sights, smells, etc.

You will find much to amuse and interest you on a transatlantic steamer: to note the vessel's progress, recorded every day at noon, on the bulletin or "log," in the state-room landing; then there are some simple yet entertaining games, as shuffle-board, quoits, etc., in which the ladies indulge as heartily as the sterner sex. Some of the most lasting ties of friendship are made amid-ocean. If you chance to be a student of human nature, you can study silently the traits of character of your fellow passengers, nowhere else so fully exhibited. Most of the continental steamers also furnish their cabin passengers with musical entertainment twice or oftener a day, and although the musicians are

mostly non professionals, still their performances sometimes tend wonderfully to animate the company and in some cases even to partly dispel a vague sensation of "blues" or sea-sickness. The author has witnessed an inveterate misanthrope turn as lively as a squirrel on hearing a few strains of a familiar Alpine melody on an ocean steamer.

Occasionally you will meet another vessel, similar to your own, and witness the ingenious telegraphy by flags ; you will learn to tell the time by "bells" instead of hours, for the steamer's time-piece is a chronometer and a bell. Or, leaning over the side of the vessel in the dark hours, you can—no, not sacrifice your last meal to Neptune,—but watch, interested, for hours the glittering wake of the steamer, alive with myriads of phosphorescent sparks, and, when tired, silently steal to your berth there to be lulled into a refreshing sleep by a chorus of sonorous snoring on the part of your more somnolent co-passengers, undisturbed by the serenades of those "infernal cats" in somebody's backyard, as sadly experienced on terra firma.

CHAPTER V.

'Tis liberty crowns Britannia's Isle
And makes her barren rocks and her bleak mountains smile.

ADDISON.

GREAT BRITAIN.

The history of England is already too familiar to the enlightened mind to render it necessary to enter into it at length ; but as it is our intention to preface each country with some brief remarks regarding its history, political economy, etc., the rule will be followed here also.

The present mixed population of the British Isles has been the result of their intercourse with the different nations, who had successively become their conquerors. The Romans, who landed at Deal, under Julius Cæsar, in the year 55, B. C., were succeeded by the Saxons, afterward by the Danes, under Canute, and still later by the Normans, under William the Conqueror, in 1066. The original Celts mostly inhabit the Highlands of Scotland, Wales and a greater portion of Ireland ; the Anglo-Saxon race, of Germanic descent,

between whom and the former the leading distinction now exists, inhabit the Lowlands of Scotland and the whole of England. The island first became familiar to the Romans by the Gaelic name of Albin, by which only it is known among the Gaels of Scotland at present.

The population of Great Britain and Ireland was estimated in 1871, at 33,450,237. Its manufactures and commerce are unequaled by any country in the world. The form of government is a limited monarchy—the succession to the throne hereditary. The legislative power is shared by the House of Lords and Commons. The House of Lords consists of peers, whose titles and seats are hereditary, also bishops and archbishops, and Scottish peers elected for the duration of the Parliament.

The climate of Great Britain and Ireland is more uniform and milder than that experienced on the Continent in the same degrees of latitude, resulting from the equalizing influences of the surrounding seas, the western side of both islands being invariably warm.

1. LONDON.—The metropolis of the United Kingdom of Great Britain and the most wealthy city of the

world. Its population is nearly 4,000,000, in the metropolitan area. The population in 1851, numbered 2,362,000—an increase of over a million and a half in twenty years. The present increase is 44,000 per annum, or a birth every twelve minutes. The city covers an extent of one hundred and forty square miles, or fourteen miles long and ten broad. Three hundred and sixty thousand houses are occupied by the population, and the cost of food is computed to be \$800,000 per day. Although the climate of London is by no means pleasant, its sanitary advantages over most other capitals are remarkable.

The British metropolis lies principally on the north bank of the Thames, in the County of Middlesex. A large portion however, is situated within the County of Surrey, on the south bank of the Thames, and forty-five miles above the river's mouth. The portion of this vast metropolis which bears the name of the "City," is situated on the north bank of the Thames, between the Tower and Temple Bar, and was formerly surrounded by walls. The other divisions are, Westminster, Marylebone, Finsbury, Lambeth, Tower Hamlets, Chelsea and Southwark. In addition to the parliamentary divisions, London has numerous social

divisions, the centre of which is Temple Bar. The commercial centre is the Exchange. Two of the West End districts have lately been known as Belgravia and Tyburnia. The first occupies the southern wing of the West End, where reside, in conjunction with that of London, which radiates from Hyde Park corner, the *crème de la crème* of the English aristocracy; here are the principal club-houses and the most elegant squares. Belgravia is a creation of the last fifty years. Tyburnia lies to the north of the West End. The houses are large and singular, the streets wide and clean, but the monotony of its appearance is rather oppressing. Its inhabitants are mostly city merchants and professional men, who live very close to the charmed ring of fashion, expecting probably at some time to take the leap across.

London is of great antiquity. The Romans surrounded it with walls; but nothing is known of it previous to that time. In the time of Nero, it bore the dignity of a Roman colony. During the last eight hundred years it has suffered much from fire and pestilence. Its public regulations are admirable.

Hotels.—FIRST-CLASS: Grand Midland, Langham, Bristol, Queen, Westminster Palace.

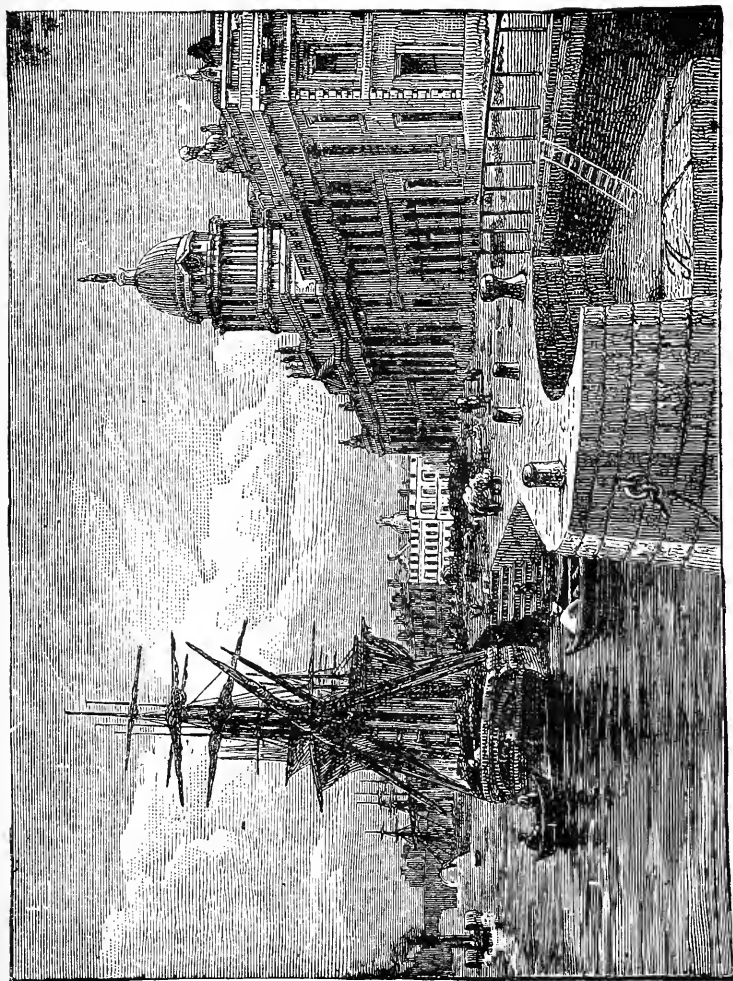
Less pretentious: Perry's (Regent Street), Hôtel de l'Europe (Haymarket).

Sights.—1. Antiquarian Society (by letter to the Secretary). 2. Bank of England (from 10 to 3, order of Director). 3. British Museum, Great Russell Street (Mon., Wed., Frid., from 10 to 4). 4. Buckingham Palace. 5. Crystal Palace, Sydenham (daily, from Victoria Station). 6. Houses of Parliament (Saturday, between 10 and 4, by ticket, on application at Lord Great Chamberlain's office, near Victoria Tower). 7. Hyde Park and Rotten Row (from 12 to 2, and 5 to 7, during season, May, June and July). 8. Kensington Gardens (band plays Tuesdays and Fridays, 5:30 to 6:30, May and June). 9. Kensington Museum (daily). 10. Royal Academy, Burlington House (8 to 7, May, June and July, one shilling). 11. Somerset House (10 to 4, free). 12. St. Paul's Cathedral (daily, Sundays excepted, area free, vaults, gallery, etc., 3 shillings 2 pence). 13. Tower of London (daily, Sundays excepted, 10 to 4, one shilling). 14. Westminster Abbey (9 to 6 in summer, and 11 to 2:30 in winter, free—choir and chapel six pence). 15. Westminster Hall (close to Abbey). 16. Windsor Castle (free, order at Lord Chamberlain's office, at 1 P. M.). 17. Woolwich Arsenal (apply to

American Legation). 18. Zoological Gardens, Regent's Park (Mondays, six pence ; other days, one shilling).

Theatres.—Covent Garden Theatre (Italian opera), Drury Lane Theatre, Haymarket Theatre, Opera Comique. The Gayety (on the Strand), Globe Theatre (on the Strand), Adelphi Theatre (drama and farce, on the Strand), Princess' Theatre (73 Oxford street). The Lyceum (on the Strand), St. James', Prince of Wales', Saddler's Wells.





VIEW OF DUBLIN.

*CHAPTER VI.****IRELAND AND SCOTLAND.***

We would most decidedly recommend travellers who intend visiting Ireland and Scotland, to take the trip by rail, thus passing through the picturesque scenery of Wales. Take train at London via Holyhead to Queenstown, visit the celebrated Lakes of Killarney (Hotels: Royal Victoria and Railway Hotel), and go north through Dublin, Belfast, and Coleraine; cross the North Channel to Glasgow, and visit the principal cities in Scotland. The trip is one the tourist will never regret, and a hasty tour can be made in ten days.

CHAPTER VII.

Land des Rechtes, Land des Lichtes
Land des Schwertes und Gedichtes,
Land der Freien
Und Getreuen.

MORITZ, GRAF V. STRACHWITZ.

GERMANY.

Situated in the central part of Europe, Germany comprises in a wide sense the extensive territory of the German element and German language, which extends between the Slavonic East and Romanic West, from the Alps to the North and Baltic Sea; in its more limited (politic) sense however, embracing only the greater part of this territory. In this sense it comprises, according to the treaties between the North German Bund and South-Germany of September, 1870, the four kingdoms of Prussia, Bavaria, Saxony and Würtemberg; six archduchies, Baden, Hessa, Mecklenburg-Schwerin, Saxe-Weimar, Mecklenburg-Strelitz and Oldenburg; five duchies, Brunswick, Saxe-Meiningen, Saxe-Altenburg, Saxe-Koburg-Gotha and Anhalt; seven principalities (*Fürstenthümer*), Schwarzburg-Rudolstadt and Schwarzburg-Sondershausen, Waldeck, Reuss,

younger and elder branch, Lippe, Schaumburg-Lippe; three free cities, Hamburg, Bremen and Lübeck* and Alsatia and Lorraine, together, twenty-six States, with about 45,000,000 inhabitants. Its industry and commerce have increased enormously of late. Since January 1, 1871, it is a constitutional monarchy, of which the Emperor is the Chief Executive. The legislative and executive power is exercised by the Bundesrath (fifty-eight members), and the Reichstag (one deputy to each 100,000 inhabitants). The chief responsible official is the Chancellor Bismarck.

1. BERLIN.—The capital of Prussia, residence of the Emperor of Germany, and seat of the Imperial Government, as well as of the highest Prussian authorities, contains about 950,000 inhabitants, and a garrison of 21,000 soldiers. The city is situated in an extensive sandy plain about half-way between the extreme south-west and north-east extremities of the empire.

The town consists of ten different quarters and six suburbs, which have sprung up at different periods. The oldest quarters are Alt Berlin with the Rathhaus,

* Though these will soon be joined in the Zollverein and thus lose part of their autonomy enjoyed for centuries.

on the right bank of the Spree, bounded by the Königsgraben and Köln with the royal palace on an island in the river. Adjoining these, on the west, are the Friederichswerder, with the Arsenal on the left bank of the Spree, surrounded by the fosse of the old fortifications; the Dorotheenstadt or Neustadt with the Linden to the north-west of the Friederichswerder extending north as far as the river, the Friederichstadt to the south of the Neustadt, and with the Wilhelms Platz and the Schiller Platz; then from west to east, along the right bank of the Spree, the Friederich-Wilhelmstadt, the Spandau Quartier, the Königstadt and the Stralau quarter; and finally the Louisenstadt on the left bank, to the south-east of the Friederichswerder. The six suburbs are now increasing rapidly in extent, especially in the neighborhood of the railway station. The old town wall, which formerly enclosed these ten quarters, was about nine miles in circumference. The boundaries of the city having been extended in 1861, it now covers an area of twenty-three square miles, of which, however, about one-third only is occupied by buildings. The town contains about 480 streets, 58 squares, 700 public buildings (including 60 churches) and 15,000 private houses. The commerce and manu-

factures of Berlin have increased so rapidly of late that it now ranks among the most mercantile places in continental Europe. The staple commodities are grain, spirits and wool; the principal branches of industry are engine building, iron casting and the manufacture of woolen and silk goods and fancy articles.

Hotels.—FIRST-CLASS: Hotel Royal (*Linden*), Métropole, Kaiserhof.

Less pretentious: Schmelzer (Jäger Str. 13); Norddeutscher Hof. (Mohren Str. 20). *Hôtels Garnis:* Schlosser's (Jäger Str. 17); Köhler (Mohren Str. 37.)

Sights.—1. Aquarium (daily, from 9 A. M., 1 mark.) 2. Arsenal (2 to 4). 3. Exchange or Börse. 4. Botanical Garden (daily, holidays excepted, 8 to 12 and 2 to 7). 5. Chambers of Deputies (cards of admission are issued the evening previous). 6. Royal Mint (Tuesdays and Fridays, on application). 7. Museum. 8. Zoological Garden. 9. Royal Palace. 10. Palace of the Emperor. 11. Palace of the Crown Prince. 12. National Gallery, opp. Schloss. 13. Rathhaus. 14. Synagogue. 15. Potsdam (half an hour from Berlin, with Sans Souci). 1. Charlottenburg (Flora).

Theatres.—Royal Opera House (*Linden*) ; Royal Theatre, Schauspielhaus (*Linden*) ; Friederich Wilhelmstadt Theatre (comic operas, comedies, etc.) ; Wallner's ; Victoria (Münz Str. 20) ; Kroll's Theatre (Thiergarten) ; Waltersdorf Theatre (Chaussée Str. 27) ; Vorstädtisches Theatre ; National Theatre ; Théâtre Variétés (outside the Halle gate).

ROUTES TO AND FROM BERLIN.—From Cologne to Hanover, and to Berlin by Stendal or Magdeburg (convenient for passengers embarking at Antwerp and Rotterdam) ; 1. Railway to Hanover in 5 to 7 hours ; fares : 1st class, 34 marks ; 2d class, 28 marks ; 3d class, 20 marks. To Berlin by Stendal, in $11\frac{1}{4}$ to 15 hours ; fares : 45 marks, 33 marks, 23 marks, respectively ; by Magdeburg in 12 to 20 hours (same fare), no change by express train. Berlin to Cologne by Magdeburg Kreiensen ; railway to Magdeburg in $2\frac{1}{2}$ to $3\frac{3}{4}$ hours (Express train 15 marks, 10 marks and 7.50 marks). To Cologne in 11 to $21\frac{3}{4}$ hours ; fares, 60 marks, 42 marks, 31 marks. Cologne is the usual starting point for stations along the Rhine.

2. COLOGNE (Köln.)—The most important city on the Rhine, both in size and commerce. It is superbly

fortified and contains a population of 140,000, of which nine-tenths are Catholics. Its garrison numbers 7,000. It is situated, in the shape of a crescent, on the left bank of the Rhine, with the opposite bank of which it is connected by a pontoon and a suspension bridge. In consequence of its many majestic steeples, the city offers an imposing view to the approaching traveller. The old streets and alleys, though narrow and uninviting, contain many interesting edifices, some of which were built as far back as the 13th century. The more modern streets are graced by stately buildings, mostly in the Renaissance style.

Hotels.—FIRST-CLASS: Hôtel du Nord, Hotel Disch, Mainzer Hof, Victoria Hotel.

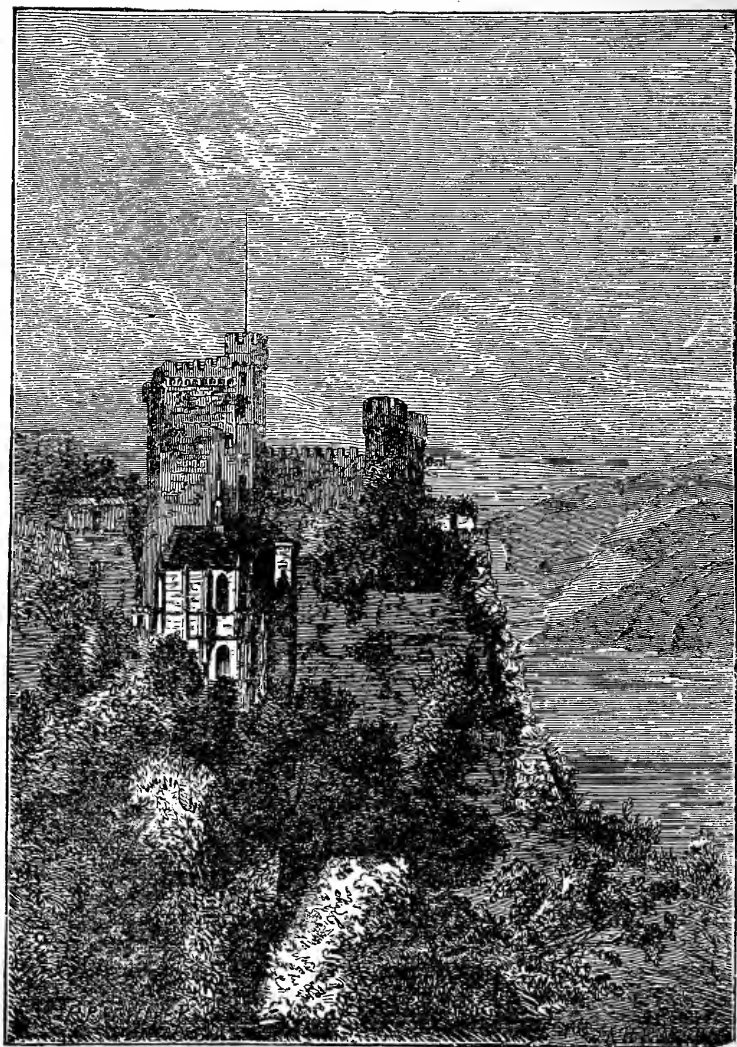
Less pretentious : Europäischer Hof, Hotel Billstein, Hotel Weber.

Sights.—1. Cathedral. 2. Museum of the Archbishop. 3. Suspension Bridge. 4. Wallraff-Richartz Museum. 5. Church of the Minorites. 6. Hochstrasse. 7. Rathhaus. 8. Great St. Martin Church. 9. Gürzenich (near Rathhaus). 10. St. George's, St. Peter's, St. Severin, St. Cäcelie, Church of the Apostles, St. Gereon,

Jesuit Church. 11. Fortifications. 12. Zoological Garden.

Theatres.—Stadt Theatre (Glockengasse); Thalia (Schildergasse); Kölner (Summer, near the Flora).





VIEW ON THE RHINE.

Der deutsche Rhein—! wie klingt das Wort so maechtig
 Schon sehn wir ihn, den goldig gruenen Strom.
 Mit heitern Staedten, Burgen, stolz und praechtig,
 Die Lurlei dort und dort den Koelner Dom!
 Der freihe Rhein!—Gedaechtniss unsrer Siege,
 Du mit dem Blut der Edelsten getauft
 Ruhm unsrer Vaeter, die im heil' gen Kriege
 Mit Liedern nicht, mit Schwertern dich erkauf!

ROBERT EDUARD PRUTZ.

3. THE RHINE.—As with the majority of districts north of the Alps, the most favorable seasons for a Rhine trip are, summer and autumn; although for excursions in the neighboring forests, such as the Taunus, etc., April and May also offer many attractions on account of the then prevailing freshness of the landscape. For tourists, however, accustomed to associate the legends of the Rhine with the exquisite green of its vineyards—autumn alone presents attractions *par excellence*.

Of course, it is not within the province of a guide-book, to enter into details respecting the literature, etc., of any particular country. We give the following classic account of the legend of the Mäusethurm (by Bingen on the Rhine), more for the sake of its quaint manner of narration than its descriptive value. Sebastian Münster (1550) speaking of the Rhine, alludes to

the Mäusethurm thus: "Er hat den Nammen von ein-
 "er solchen Geschichte überkommen. Es war ein
 "Bischoff zu Mentz zu den zeiten des grossen Kaysers
 "Otto, nemlich anno Christi 914, der hiesz Hatto, un-
 "der dem erstund eine grosse Thewrung, und da er
 "sahe dasz die Armen Leut grossen Hunger litten,
 "versammelt er in ein Schewr viel armer Leut, und liesz
 "sie darin verbrennen: Dann er sprach: es ist eben mit
 "jnen als mit den Meusen die das Korn fressen unnd
 "niergend zu nutz sind. Aber Gott liesz es nicht
 "ungerochen. Er gebote den Meusen dass sie mit
 "hauffen über jhn liffen, jm Tag und Nacht keine
 "ruhe lieszen, wollten ihn also lebendig freszen. Da
 "flohe er in diesen Thurm, und verhofft er würd da
 "sicher seyn vor den Meusen. Aber er mocht dem
 "Urtheil Gottes nicht entrünnen, sonder die Meuss
 "schwummen durch den Rhein zu jm. Da er das sahe,
 "erkannt er das Urtheil Gottes und starb also under
 "den Meusen. Wilt dues für ein Fabel haben, will ich
 "nicht mit dir darum zancken, ich hab disz Gesch-
 "icht mer dann in einem Buch gefunden."

Rhineboats.—(The first arrived in 1817, at high-water from London to Coblenz. The regular service above Cologne, however, began in 1827.) Of the boats

of the *Köln Düsseldorfer Co.*, the best are the four newest, built after American models: *Deutscher Kaiser*, *Wilhelm*, *Kaiser und König*, *Friede* and *Humboldt*. The duration of the trip from Bonn or Cologne to Mainz is from 10 to 11 hours, fare 7 to 9 marks; 100 pounds baggage free. Passengers purchasing tickets over 2 marks, have the privilege of interrupting their trip after previous announcement to conductor or clerk. Dinner 2 m. 50 ph.; the wine is excellent and comparatively reasonable.

Some of the Rhine wines noted for particular excellence are, first: Those produced at the Johannisberg and Steinberg; also Rüdesheimer-Berg, Rüdesheimer Hinterhaus, Marcobrunn, Rauenthal-Berg and Hochheim. Assmannshaus is celebrated for its exquisite red wines. Rhenish Bavaria (Wonnegau), Rhenish Hessa (Scharlachberger), the river Nahe, a tributary of the Rhine (Kauzenberg), the Valley of the Rhine (Engenhöll, Oberwesel), and the river Mosel, also offer superior wines, though somewhat inferior to those of Rüdesheim and vicinity.

ROUTES TO AND FROM BERLIN, continued.—From Bremen to Berlin, via Hanover, take railway at Bremen.

Time to Hanover, 3 to 3½ hours; 9 m., 7.50 m., 4.60 m. respectively. From Hanover to Berlin, 5 to 6 hours; fares : 26 m., 18 m. and 13 m. (by way of Stendal).

4. BREMEN.—Second in importance of the three independent Hanseatic cities, and, next to Hamburg, the most important commercial city in northern Germany, has a population of about 100,000. Bremen is situated on a sandy level on both banks of the Weser, 65 miles from its influx into the North Sea. It is divided into the Altstadt and Neustadt. The Altstadt, on the right bank, formerly enclosed by ramparts, is now surrounded by the suburbs, or Vorstädte. The mediæval importance of the place is still indicated by the well-preserved, quaint-looking edifices occasionally encountered in its streets, while its present prosperity is fully attested by its numerous handsome residences of modern architecture. Bremen owes its importance to a great extent to its seaport, Bremerhaven, which is annually entered by over 3,500 vessels.

Hotels.—FIRST-CLASS: Hillmann's, Hôtel de l'Europe, Stadt Frankfurt, Siedenburg (all within 10 or 15 minutes' walk from railroad depot).

Less pretentious : Bellevue, Casper (both in the Bahnhof Street.)

Sights.—1. Promenades. 2. Rathhaus and Rathskeller (built 1410), 3. Roland Denkmal. 4. Exchange. 5. Schütting, or Chamber of Commerce. 6. Cathedral in the Romanesque style, begun in the 11th century (ask to be shown the Bleikeller). 7. Gustave Adolph Statue. 8. Augarii Church, erected in 1229 to 1243 (contains altar-piece by Tischbein). 9. Bridges. 10. Bürgerpark.

Theatres.—Stadt Theatre, Saltzmann's Garden and Tivoli (in summer).

ROUTES TO AND FROM BERLIN—continued.—

From Hamburg to Berlin via Hanover. Railway to Hanover, in 4½ to 5 hours, fares 12.75 m., 9.60 m., 6.45 m., respectively; railway to Berlin from Hamburg, 5 to 6 hours.

5. HAMBURG.—With 300,000 inhabitants, and next to London, Liverpool and Glasgow, the most important commercial place in Europe. It is the largest of the free Hanseatic towns of the German Empire. As with

Bremen, Hamburg is divided into the Altstadt and Neustadt; the latter having been formerly surrounded by fortifications, and the suburbs of St. George and St. Pauli, the one on the north-east, and the other on the west side. Outside the Dammthor, a new quarter has recently sprung up. Hamburg is advantageously located on the broad lower Elbe, which, by reason of the tide rising twice daily, admits the entrance of vessels of the largest tonnage. It is also connected by railways with all countries of the continent. The Alster, a small stream at the north part of the city, forms a large basin outside the town, and a smaller one within it, thus greatly enhancing its facility for commerce.

Hamburg is a thoroughly modern city, and this, together with the enterprising character of its inhabitants, sufficiently accounts for the familiar almost American impression it leaves on the traveller, and which has gained for it the title of "the suburb of New York."

Hotels.—FIRST-CLASS: Hôtel de l'Europe, Streit's Hotel, Victoria, Hôtel St. Pétersbourg.

Less pretentious : Wiezel's Hotel, Zingg's, Hoefer's.

Sights.—1. Harbor. 2. Elbhöhe (locally known as the Stintfang). 3. St. Pauli. 4. Exchange. 5. Church

of St. Nicholas (daily from 12:30 to 2:30). 6. Johanneum, (an edifice in the Italian style). 7. Binnen-Alster. 8. Kunsthalle. 9. Botanical Garden and Zoölogical Garden. 10. Environs of Hamburg.

Theatres.—Stadt-Theatre (begins 6:30); Thalia Theatre (chiefly comedies); Schultze's Theatre, at St. Pauli; Damm's Tivoli; Centralhalle, St. Pauli; Odéon, at St. Pauli.



CHAPTER VIII.

Ist das der Segen nicht des Donaustrandes?
Das blaue Auge meines Vaterlandes?
Der Deutsche wacht, o Flut an deiner Wiege
An deiner Bahre weint das Morgenland.

KARL BECK.

AUSTRIA.

The Austro-Hungarian monarchy is, measured by its territorial dimensions, the second largest empire in Europe. Its population, according to the latest census, numbers about 40,000,000. It comprises the south-eastern portion of Central Europe and more than one-half of the Danube territory. The German population amounts to about 36 per cent. Austria's chief industry is the manufacture of woolen goods, linen, cotton, etc., and its significance as an industrial as well as a commercial country is steadily increasing. According to the Pragmatic sanction of April 19th, 1713, Austria is an indivisible empire, of which the crown is inheritable to the male and female line of the Hapsburg-Lorraine dynasty. Since October 20, 1860, it has a constitutional form of government.

1. VIENNA.—The capital of the Empire of Austria and residence of the Emperor is favorably situated on the Danube Canal in a plain surrounded by distant mountains. The Danube Canal is at this point considerably widened by the influx of the Wien at the east side of the city. Prior to 1863, the city was divided into the city proper and thirty-four suburbs, but now consists of nine sections: 1. Interior, or city. 2. Leopoldstadt. 3. Landstrasse. 4. Wieden. 5. Margarethen. 6. Maria-hilf. 7. Neubau. 8. Josephstadt. 9. Alsergrund. In addition to these, there are eighteen suburbs beyond the boundary lines, immediately connected with the city, although under the supervision of the Vienna police, viz.: Hernals, Fünfhaus, Rudolphsheim, Ottakring, Währing, Unter-Meidling, Simmering, Gaudenzdorf, Sechshaus, Neulerchenfeld, Ober-Döbling, Wilhelmsdorf, Nussdorf, Heiligenstadt, Hietzing, Ober-Meidling, Unter-Döbling and Weinhaus. According to the census of 1871, the interior of the city contained a population of 67,752, while the whole of the nine districts contain 635,494 inhabitants and 10,380 houses. Including the suburbs, the entire population is little less than 850,000. Some of the suburbs are connected with the interior by beautiful bridges, notably, the

Leopoldstadt quarter, lying on the north side of the Danube Canal, which is crossed by eight bridges of more or less artistic merit. The almost insignificant Wien is crossed by no less than fifteen bridges. The interior of the city offers the principal attractions to visitors ; it extends from the Ringstrasse to the Franz Joseph Quai, and is the centre of business, art, etc.

Hotels.—FIRST-CLASS : Grand Hôtel, Impérial, Métropole, Hôtel de France, Hotel Austria.

Less pretentious : Ungarische Krone, Weisser Wolf, Hotel Höller, Stadt London (in the Postgasse).

Sights.—1. Church of St. Stephens (tower 453 ft.) 2. Trinity Column. 3. Hofburg. 4. Monument of Emperor Francis I. 5. Equestrian Statue of Emperor Joseph II. 6. Augustine Church. 7. Volksgarten. 8. Hofgarten and Collections. 9. Ringstrasse. 10. Albertina. 11. New Opera House. 12. Carlskirche. 13. National Museum. 14. Belvedere and Collections. 15. Arsenal. 16. Museum of Weapons. 17. Academy of Art. 18. Votive, or Memorial Church. 19. Lichtenstein Gallery. 20. Prater or public park.

Theatres.—Hofburg Theatre (tragedy, comedy,

and classical drama); Opera, Stadt Theatre, (Seilerstätte 25); Theatre an der Wien; Leopoldstadt Carl Theatre; Josephstadt Theatre; - Strampfer Theatre (Tuchlauben 16); Residenz Theatre (Johannessgasse, 22); and various others known as summer theatres.

Routes.—Vienna to Linz. Western Railway in $4\frac{1}{2}$ to $7\frac{1}{2}$ hours. Express fare, 10 fl., 80 kr. and 8 fl., 10 kr.; Linz to Salzburg in $3\frac{1}{2}$ to $4\frac{1}{2}$ hours, fares 7 fl. 13 kr. and 5 fl. 35 kr. Excursions to Attersee, Mondsee, Salzburg to Innsbruck, Zillertal. Routes north to Prague, Pilsen, Carlsbad, Marienbad, etc.

PRAGUE (*Bohemian, Praha*).—Has a circumference of about nine miles and is the ancient capital of Bohemia. It contains about 178,000 inhabitants (comprising suburbs and garrison), of which about four-sevenths are Bohemians and three-sevenths Germans, including 13,000 Jews. It occupies a remarkably picturesque and imposing position in the valley of the Moldau extending partly to the adjoining hills, the venerable Hradschin rising in its grandeur above the many handsome and interesting mediæval edifices and numerous towers. Prague is peculiarly attractive on account of its superb surroundings and its many historical reminiscences and associations.

Hotels.—FIRST-CLASS: Hôtel de Saxe, Engländer Hof Schwarzes Ross.

Less pretentious: Erzherzog Stephan (Wenzelsplatz), Drei Karpfen.

Sights.—1. Pulverthurm (15th century). 2. Teynkirche. 3. Rathhaus. 4. Collegium Clementinum. 5. Statue of Charles IV. 6. Carolinum. 7. Carl's Bridge. 8. Kaiser-Franz Bridge. 9. Monument of Francis I. 10. Radetzky Monument. 11. Church of St. Nicholas. 12. Hradschin. 13. Cathedral. 14. The Burg. 15. Belvedere. 16. Rossmarkt. 17. Citadel. 18. Jews Quarter, or Josephstadt.

Theatres.—German (performances daily); Bohemian (4 times a week); Neustädter, near the Ross Gate.



CHAPTER IX.

Gay, sprightly land of mirth and social ease
Pleas'd with thyself, whom all the world can please.

GOLDSMITH'S TRAVELLER.

FRANCE.

France, until September, 1870, an empire, since a republic, is situated on the western side of continental Europe, and is bounded on the north by Germany, Belgium and the English Channel; on the east by Germany, Switzerland, Italy and part of the Mediterranean; on the south by the Mediterranean and Spain; and on the west by the Atlantic.

Since 1871, when its two provinces were ceded to Germany, it comprises 206,474 square miles, being four and a half times as large as the State of New York, or nearly twice as large as Great Britain and Ireland. Its population previous to the war, was 38,192,064, of which 87,000 were Jews, 9,000 gypsies, and a small percentage Belgians, English, etc. Its present population is 37,000,000, having lost 1,597,228 by the cession of Alsace-Lorraine.

The geographical position of France gives to it im-

portant natural advantages. Its extensive coasts are washed by the waters of the Atlantic and the English Channel a distance of 590 miles, and by the Mediterranean 360, while it is protected inland on the east by the Vosges, the Jura, and the Alps; on the south by the Pyrenees, and on the north by an artificial line defined by treaty and guarded by numerous fortresses.

By far the greater portion of France consists of a succession of gentle slopes and fertile plains. Of its rivers, the most important are, the Seine, Loire, Garonne and Rhône. The absence of obstructive high grounds between the different river basins has early suggested the construction of numerous canals, which, with the different lines of railway that cross the country in every direction, and mostly radiate from Paris, have greatly contributed to the development of the internal traffic of the country. The Canal du Midi unites in the south the Garonne, which flows into the Bay of Biscay, with the Mediterranean. The Canal du Centre, connects the Loire, which likewise empties into the above bay, with the Saône, which, joining the Rhone, empties into the Mediterranean. The Canal de Bourgogne unites the waters of the Saône with those of the Yonne, thereby connecting the rivers

Rhone and Seine; while the Canal du Rhone au Rhin effects a junction between these rivers by means of the River Doubs.

France is destitute of lakes of any significance, with the exception of some small mountain lakes in the higher valleys of the Pyrenees, and Lake Geneva on its frontier, possessing that portion of this lake, which bounds Savoy on the north, or nearly the whole of one side.

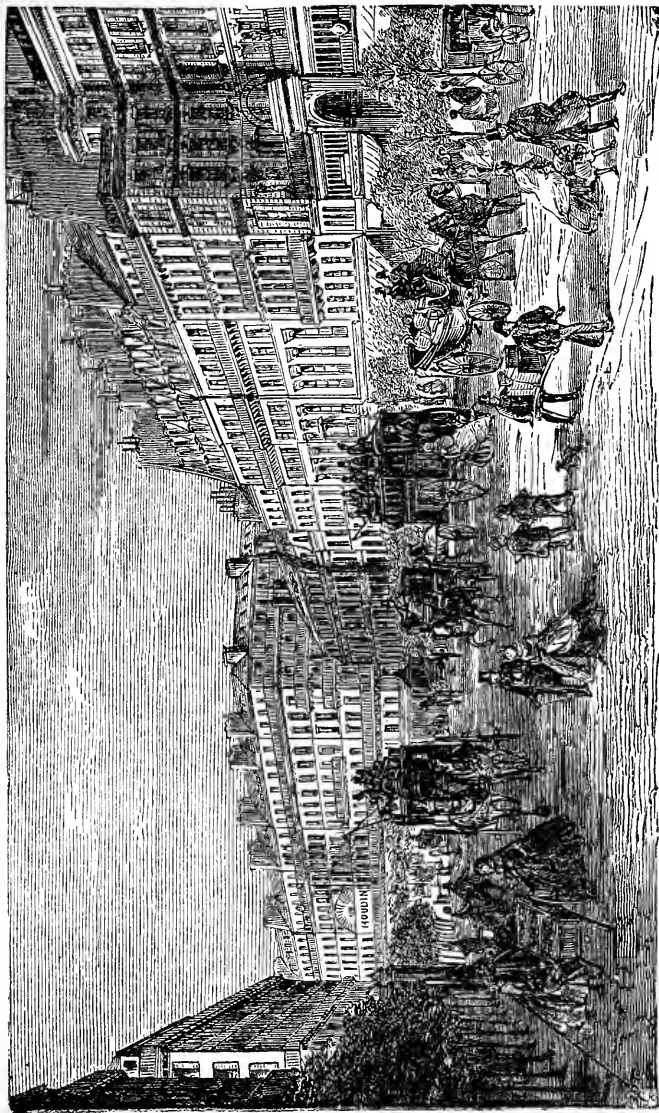
France is well provided with extensive forests, chiefly toward the central portion of the country. Its mineral resources are extensive, particularly iron, which occurs almost without limit along the chains of the Vosges, Cévennes and Jura; also in the peninsula of Brittany and the basins of the Garonne and Loire.

The political division of France, prior to the Revolution of 1789, was into thirty-four provinces of which many had at some time been independent States. It has been redivided into eighty-seven Departments, named principally from the rivers by which they are intersected, or from the mountain ranges which border them. The Departments are governed by a Prefect appointed by the General Government, and are subdivided in arrondissements, cantons and communes.

The currency of the country consists of francs = $19\frac{1}{4}$ cents, and centimes = $\frac{1}{5}$ cent. One franc = 100 centimes, and although the franc and centimes are the legally recognized currency, the sou = 5 centimes = 1 cent is usual in ordinary trade.

All railways allow sixty pounds of luggage free, and as all trunks, etc. are weighed and registered, it is advisable that the traveller endeavor to be at the station twenty minutes before the time announced for starting.





VIEW ON THE BOULEVARD.

PARIS.—Perhaps no city has experienced such radical changes as Paris, under the second Empire. Extensive districts of dilapidated buildings and numerous irregular streets disappeared and were replaced by elegant boulevards, beautiful squares and palatial edifices. Public improvements begun under former Governments, were completed, and new projects of vast scope were conceived and begun, particularly the parks, squares, etc., were enlarged and beautified, and what was of still greater importance, the entire city was supplied with an efficient system of canalisation, the streets were lighted sufficiently, and the city given an ample supply of water. Paris is at present enjoying the fruits of these improvements, being not only one of the most beautiful cities, but from a sanitary point of view, one of the most perfect. The present administration is energetically prosecuting the labors of its predecessors and has succeeded in removing the devastations of the Commune replacing them by buildings of modern architectural beauty. Paris has a population of about 1,890,000—among them 115,000 paupers.

In no other country do all its attractions (excepting, of course, natural scenery, etc.,) concentrate so per-

fectly in its capital as in France; and assuming that the tourist desires "to do" Paris without unnecessary delay, we will forthwith proceed to describe the centre where "magnificence, elegance and luxury reign supreme." Then making Paris our starting-point, we will mention some of the principal routes through France.

On arriving at Paris, the traveller is subjected to a very great annoyance in being obliged to wait a full half-hour, while the octroi, or custom-house authorities, spread out along the tables the entire baggage arriving by the train; and notwithstanding that your baggage may have undergone examination at some frontier octroi, it is generally examined again and passed definitely. Engage your voiture or omnibus immediately on arriving.

Hotels.—FIRST-CLASS: Hôtel Cailleux (Northern Railway Station); Hôtel de la Gare (Eastern or Strassburg Railway Station); Hôtel de Londres (Western, Gare St. Lazare); Hôtel de New-York (Gare St. Lazare); Grand Hôtel; Hôtel Chatham.

Less pretentious: Ville de Bâle (at Strassb. Railroad station) Hôtel de la Tamise.

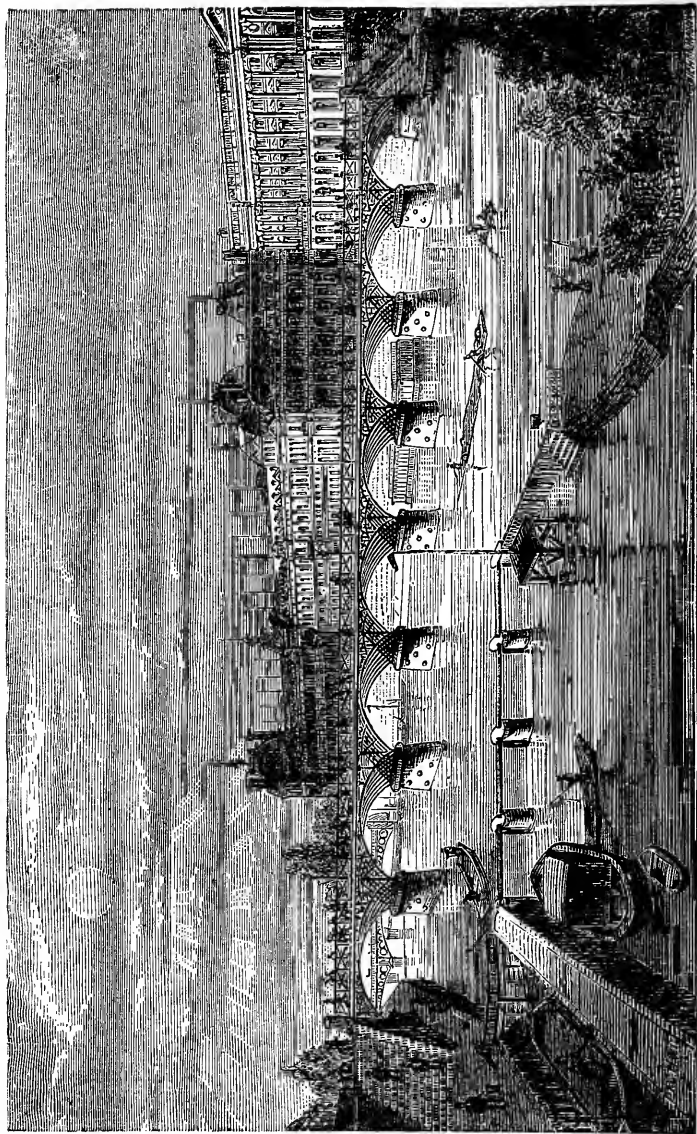
Sights.—1. General view. 2. The Boulevards. 3. the Docks. 4. Place de la Concorde. 5. Rue de la Paix and Rue Castiglione. 6. Place Vendôme. 7. The Office of Justice. 8. Passage de l'Opera. 9. Passage des Princes. 10. the Bourse, or Exchange. 11. Place of the Bastille. 12. Rue de Rivoli. 13. Palace of Industry. 14. Diorama of Paris. 15. Place de l'Elysée. 16. The Garden and Ruins of the Tuileries. 17. The Louvre. 18. Palais Royal, National Library. 19. Notre Dame. 20. Boulevard des Italiens. 21. The Luxembourg. 22. The Panthéon. 23. Botanical Gardens.

Theatres. — Théâtre Italien (Italian Opera, Rue Neuve St. Augustin); Opéra Comique (Place des Italiens); Odéon (Place de l'Odéon); Gymnase Dramatique (Boulevard, Bonne-Nouvelles 38); Vaudeville (Boulevard des Capucines and Chaussée d'Antin); Variétés (Boul. Montmartre); Théâtre du Palais Royal (Palais Royal, N. W. corner); Bouffes Parisiennes (Passage Choiseul); Théâtre de la Porte St. Martin (Boul. St. Martin); Renaissance (cor. Boul. St. Martin and Rue de Bondy); Théâtre du Châtelet (Place du Châtelet); Théâtre National Lyrique (Square des Arts-et-Métiers); Théâtre Historique (Place du Châtelet); Ambigu Comique (Boul. St. Martin); Folies

Dramatiques (Boul. St. Martin and Rue de Bondy); Théâtre de Cluny (Boul. St. Germain); Théâtre du Château d'Eau (Rue de Malte).

Routes.—1. Paris to Hâvre via Rouen and Yvetot. 2. Paris to Cherbourg via Nantes, Evreux, Caen, and Bayeux, with excursions to Trouville, Honfleur, St. Lô, Granville, St. Malo and Dinan. 3. Paris to Orleans, Agen and Tarbes, via Châteauroux, Limoges, Périgueux, Lectoure and Auch. 4. Paris to Basle via Nogent, Troyes, Chaumont, Vesoul, Belfort, Mulhouse. 5. Lyons to Strassburg via Bourg, Châlons, Verdun, Metz, and Thionville, etc.





VIEW OF THE PONT DES ARTS.

MARSEILLES.—Marseilles was founded by the Phœnicians about 650 before Christ, and was built up by refugees seeking to escape the vengeance of Cyrus. Its superior location soon made it the commercial centre of the countries surrounding it, and the city was soon rendered intellectually more attractive by the erection of public buildings devoted to the cultivation of science and art.

Marseilles is now the commercial capital of France, possessing the most commodious harbor in the country. Its entrance is superbly defended by Forts St. Jean and St. Nicholas, surmounting the two hills on either side, and by the fortified islands Château d'If, Pomègne and Ratonneau. It contains a population of about 300,000 souls.

Hotels.—Grand Hôtel du Louvre et de la Paix; Grand Hôtel de Marseilles.

Sights.—1. Museum (with paintings of some of the Italian and Dutch masters). 2. Church St. Victor. 3. Notre-Dame de la Garde. 4. Docks.

CHAPTER X.

They love their land because it is their own.
And scorn to give aught reason why.—HALLECK.

HOLLAND.

Holland constitutes an independent State, situated on the German Ocean, between Belgium and Prussia. Its dimensions in the direction of north and south vary from fifty to two hundred miles; its mean breadth is about one hundred miles. The area of the province at present forming the kingdom of the Netherlands—that is, including the duchies of Luxemburg and Limburg—is 13,598 square miles. The population, not including its colonies, is 3,809,527, consisting of 72 per cent. Dutch, 14 per cent. Frisians, and about 68,000 Jews.

The general aspect of Holland is different from that of any country in Europe. Its surface presents one grand net-work of canals, which are very extensive and answer the purpose of roads in other countries.

The principal occupation of the Dutch is agriculture, the chief products being grain, flax, hemp, to-

bacco, hops, and vegetables. Holland's commerce at one time rivalled that of England.

The climate of Holland is not inviting, being colder than the opposite coasts of England in similar latitudes, and the winter is, with rare exceptions, severe. The atmosphere is usually moist, in consequence of the abundance of water. The eastern provinces are more arid and healthier than those immediately adjacent to the coast. The climate of Holland, indeed, is damp, raw, and cold for eight months in the year; hot and unwholesome for four.

Accounts in Holland are kept in guilders, stivers and cents. Travellers should provide themselves with Dutch money before entering Holland.

The custom-house officers in Holland are particularly civil to American travellers. English, German and French are generally spoken in the larger hotels. Cabs are here known as "vigilantes." Other conveyances such as omnibuses, etc., are also in waiting at the various stations. The charges at hotels are, bedrooms 2 to 3 guilders; dinner (at 4 o'clock), 2 to 3 guilders; service, 1 guilder; breakfast (tea or coffee, with bread and butter), 15 stivers.

We would advise travellers to accustom themselves

to drink mineral waters during their sojourn in Holland, as the ordinary water is unwholesome and a frequent cause of indisposition.

1. ROTTERDAM.—Rotterdam is situated on the right bank of the Maas, and contains a population, according to the last census, of 132,054, being the second city in Holland in point of population and commercial importance. It possesses a convenient harbor, ample docks and numerous canals.

Hotels.—FIRST-CLASS: Hotel Victoria.

Sights.—1. Museum (daily, except Mondays, from 11 to 3. On Sundays, entrance 5 cents, from 10 to 4, other days 50 cents. Magnificent collection of Dutch and Flemish painters, such as Cuyp, Rembrandt, Dürer, the Wouvermanns, Rubens, etc.). 2. Docks. 3. Zoölogical Gardens (beyond the Delft Gate). 4. Exchange. 5. Custom-house. 6. Stadthouse. 7. Palace of Justice. 8. Admiralty. 9. Church of St. Lawrence.

Trains every few hours for Amsterdam, the Hague, Haarlem, Utrecht, and the Rhine. Also barges, or "*trekschuiten*," for Delft, fare 40 cents, time 2 hours.

2. THE HAGUE.—The Hague has a population of about 100,000, and is probably the best built city in Europe. It is situated about three miles from the German Ocean. The streets, of modern appearance, are wide, and here and there adorned by beautiful walks, fine residences, cultivated gardens, and villas of some pretensions to architectural beauty. The Hague is the seat of government, of the Supreme Court of Justice and the resident city of the foreign Ministers. It is famous for its unrivalled collections of paintings by the Dutch masters.

Hotel.—Bellevue.

Sights.—1. National Museum (containing the celebrated "Young Bull," by Paul Potter, for which the Dutch Government offered Napoleon two hundred and fifty thousand guilders for permitting it to remain at the Hague). 2. Royal Cabinet of Curiosities (daily from 9 to 3 P. M.). 3. King's Palace, near the Museum. 4. Palace of the Prince of Orange. 5. Zoölogical and Botanical Garden. 6. Public Baths. 7. Willem's Park. 8. "'t Huis in 't Bosch," or "The House in the Woods" (former residence of the late Queen of Holland).

Theatre.—French and Dutch (performances 4 times a week).

3. AMSTERDAM.—So called from the “dam” on the Amstel, which intersects the town. It is the largest commercial city in Holland, and one of the most interesting in Europe. Its population is nearly 300,000.

The city, built in the shape of a semi-circle, was formerly surrounded by ramparts, which have since been planted with trees and laid out into broad avenues. The streets are less regular, and narrower than those of the Hague, but are in regard to buildings equally as attractive. The four canals, Prinsen Gracht, Keyser Gracht, Herren Gracht, and Singel Gracht, add considerably to the superior sanitary condition of the city. The canals, which are very numerous, divide the city into about ninety islands, joined together by three hundred bridges of more or less beauty. Like Venice, Amsterdam rests on piles driven into the boggy soil.

Hotels—Hotel Amstel, Brack’s Doelen Hotel.

Sights.—1. Royal Palace, at the Damm. 2. Museum with Collection of Paintings of Dutch and Flemish Masters (open from 10 A. M. to 3 P. M.) 3. New Church.

4. "Oude Man Huis." containing paintings of merit. Admission 50 cents. 5. Fodor Museum (10 to 2 P. M. entrance 50 cents).

Theatres.—There are three theatres in Amsterdam, (closed from May to September), in which the performances are in Dutch, Italian and French. Frascati's concerts are much frequented in summer and fall.

Steamer leaves weekly for Hamburg, London, Hull, St. Petersburg and Stockholm.

Routes.—1. Rotterdam to Amsterdam via the Hague, Leyden, and Haarlem. 2. Amsterdam to Cologne via Utrecht and Arnheim, time 5 hrs. 25., fare 15½ marks. Rotterdam to Hanover via Salzbergen. Railway in 11¼ to 12½ hrs., fare 20 guilders; 2d class, 15; 3d class, 10. Shortest route to Rotterdam and Berlin. Custom-house at Bentheim.

CHAPTER XI.

Here sunburn'd Labor swings his Cyclop arms.
—O. W. HOLMES.

BELGIUM.

The Kingdom of Belgium has been established in its present form, since the separation of the provinces from that of Holland by the Revolution of 1830. It is situated on the North Sea, between Holland, Germany and France, and contains about 5,021,000 inhabitants, being the most densely populated country in Europe. Its territorial dimensions are small compared with those of other European States, notwithstanding which, it enjoys by reason of its compact form (surrounded on three sides by active commercial nations), and its industry which is proverbial, an enviable position in commercial importance. It is separated from England by a few hours voyage only. On the West are the two large and commodious ports of Antwerp (10 hours from London), and Ostend, while its Eastern boundary is distant only a few leagues from the Rhine, which affords ample means of com-

munication with Central and Southern Europe. It is conveniently situated for disposing of its productions in the most favorable markets, and its generally level surface intersected by a close network of railways, offers great facilities for local transit trade. Belgium's climate is milder than that of Holland; and the country is well watered by the River Maas and Scheldt, and their tributaries, Sambre, Ourthe, Werze, Lys, etc.

The abundance of its rural products being far in excess of its own consumption, it is enabled to supply a considerable portion of the surrounding countries.

1. ANTWERP contains about 125,000 inhabitants. It is situated on the right bank of the Scheldt, is the chief port of Belgium, and commands, in consequence of its favorable position, an extensive foreign trade. The city is superbly fortified. The citadel of Antwerp picturesquely occupies a part of the right bank of the Scheldt, which is navigable for vessels of the largest burden. During the 12th to 14th centuries Antwerp almost rivalled in commercial importance such cities as London, Venice, etc.; her prosperity, however, was disastrously affected by the treaty of Westphalia in 1648, by which its merchants were driven to Amster-

dam and Rotterdam. It is still a flourishing city and the thrift and industry of the inhabitants is apparent everywhere.

Hotel.—Hôtel St. Augustine, on the Place Verte.

Sights.—1. Cathedral (1 franc fee, contains Ruben's great Master-piece the "Descent from the Cross.") 2. Museum (formerly Convent of the Recollects), containing specimens of the Masters of the Flemish school, Vandyke, Jordaens, Rubens, Teniers, etc.) 3. Church of St. Jaques. 4. St. Paul's Church. 5. Church of St. Augustine. 6. St. Andrew's Church. 7. City Hall. 8. Exchange. 9. Theatre. 10. House of Rubens in the Rue de Rubens. 11. Zoölogical Gardens.

Theatres.—Theatre near Porte St. George.

2. BRUSSELS.—Brussels, the capital of Belgium, is charmingly situated on the Senne, about fifty miles from its influx into the sea. The upper part of the town is rendered particularly attractive by a beautiful park, and contains the buildings of the royal court, and Government Departments. Here also are situated the mansions of the wealthier classes. The Hôtel-de-

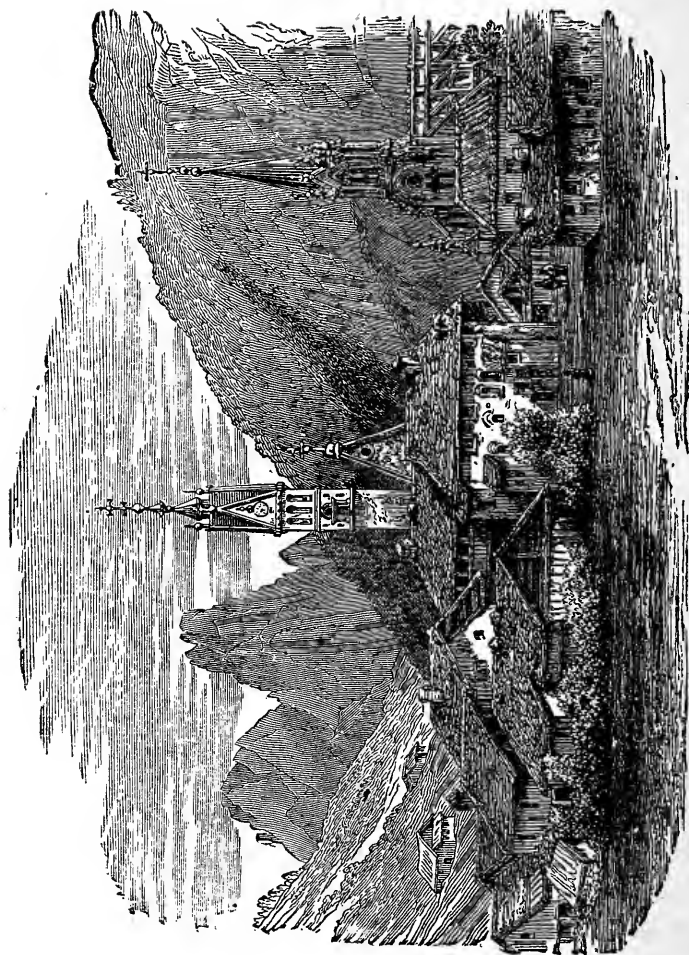
Ville or City Hall in this quarter is a beautiful edifice, in the gothic style, and is probably one of the most perfect specimens of that style of architecture in Europe. Its erection dates back as far as the 15th century.

Hotels.—FIRST-CLASS: Mengelle, Bellevue, Hôtel de l'Univers, Grand Hôtel de Saxe, Grand Hôtel.

Sights.—1. Hôtel-de-Ville. 2. Place des Martyres. 3. Place de la Monnaie (Mint, Exchange, etc.) 4. Palace (Place Royal) with paintings, by Teniers, Dow, Vandyke, etc. 5. Cathedral of St. Gudule (founded in 1010). 6. Notre-Dame de la Chapelle (founded in 1134). 7. Notre-Dame de Bonsecours. 8. Bourse. 9. Excursion to Waterloo, about 12 miles from Brussels.

Theatres.—Théâtre des Galeries, Place de la Monnaie.

Routes.—Brussels to Luxembourg via Namur and Arlon. Time 6 h., fare 17 francs 60 c. Brussels to Ostend via Ghent and Bruges. Time 3 hrs. 42 min., fare 8 frs. 65 c. Brussels to Paris via Hal, Mons and Valenciennes. Time 9 hrs. 20 min., fare 40 frs.



VIEW IN CENTRAL SWITZERLAND.

CHAPTER XII.

Ein angenehm Gemisch von Bergen, Fels, und Seen,
Fällt nach und nach erbleicht, doch deutlich ins Gesicht
Die blaue Ferne schlieszt ein Kranz beglänzter Höhen
Worauf ein schwarzer Wald die letzten Strahlen bricht.

* * * * *

Bald aber öffnet sich ein Strich von grünen Thälern
Die, hin und her gekrümmt, sich im Entfernen schmälern.

ALBR. V. HALLER.

SWITZERLAND.

For the guidance of the tourist unaccustomed to feats of pedestrianism, we preface our description of Switzerland with a few brief remarks concerning the preparations peculiarly necessary to travelling in a country where the main topographical features are so entirely different from those of other European districts, and in which, by reason of the mountainous character of this region, the importance of railway transit becomes a secondary consideration, although the demands of commerce and the progressive spirit of the Swiss have not failed to assert themselves here also by connecting the larger cities by

rail, and rendering it possible to traverse the country in from six to nine hours if necessary.

The pedestrian will find it of foremost importance to undertake all foot tours of any length early in the morning, beginning, if health permits, before breakfast and trusting to chance (in which he will be rarely disappointed) to encounter some suitable stopping place to partake of a frugal breakfast. Avoid gratifying the appetite too liberally during the day, and postpone the most substantial meal until after sunset. As to the hour for retiring, the traveller must consult the dictation of his own feelings with, if anything, a bias for early retirement.

The inconvenience of carrying a superabundance of baggage will nowhere be more keenly felt than during a foot tour through Switzerland.

Do not undertake excursions into the higher Alps before July or August, nor later than the end of September.

The enthusiastic novice in mountain-climbing too frequently consults but the promptings of his animal spirits, in his ardor, at the outset of his journey, and begins with imprudently undertaking feats beyond his powers of endurance. He should commence with moderate

walks of from six to ten hours a day, and gradually increase to longer performances, after having ascertained what amount of fatigue can be tolerated with impunity, and without overtaxing his general "staying abilities." The common sense conveyed in the Italian proverb—*Chi va piano va sano, chi va sano va lontano*—should prevail when the tourist is tempted to indulge in any spurts.

Glacier expeditions should, if possible, be undertaken in the morning before the rays of the sun have had occasion to melt or soften the ice and snowy deposit closing up the fissures during the night.

Guides are unnecessary for well frequented paths, and routes like those of the Pilatus, Wengern Alp, Faulhorn, Rigi, Gemmi, Scheideck and other tours in the Bernese "Oberland." Should the traveller, when en route, find his knapsack irksome, the first urchin he may encounter will cheerfully disencumber him for a trifling gratuity. Carriages may be obtained at almost any village in cases of unexpected fatigue.

In the Northern Alps the principal stations for guides are: Interlaken, Thun, Grindelwald, Meiringen, Lauterbrunnen, Lucerne, Arth and Zug, and for the

Southern Alps (Mont Blanc, etc.), Martigny, Chamouny, Zermatt, etc.

A favorite tour for practiced walkers is, Chamouny *via* the Col du Bonhomme, the Col de la Seigne, Courmayeur, the Col de Ferret, Hospice of the Great St. Bernard, Aosta, Châtillon, the Matterjoch, Zermatt, Saas, Monte Moro, Macugnaga, Varallo, Orta and Monte Motterone to Lago Maggiore. Time, 10 to 12 days. Guides only necessary at Monte Moro and Matterjoch. Another interesting tour of about 6 days duration is: Geneva, Martigny, Brieg, Domo d'Ossala, Lago Maggiore through the Simplone Pass. Guides not necessary.

Concerning the early history of Switzerland much must be left to conjecture and speculation, and although it is generally assumed by historians to have been first peopled by the Helvetii (who at some earlier period succeeded in dispossessing the Rhaeti), their opinion has been somewhat shaken by the results of more recent researches.

We know positively, however, that in 58 B. C. the Helvetii were conquered by the Romans, and in 15 B. C. again by the Rhaeti. During the occupation of the Romans, improvements of astounding magnitude (of which more or less striking instances will be frequently met with by the tourist) were undertaken, and prominent among these are the present passes over the St. Bernard to Basel (*Basiléa*), and over the St. Julier, Septimer and Splügen to Bregenz, which were laid out during this period in order to facilitate rapid concentrations of military forces, deemed necessary to suppress the rebellious outbreaks which constantly threatened, as well as to further the commercial intercourse with the surrounding provinces which had already sprung up. These roads, although constructed at a time ~~when~~ the employment of such dynamic agents as steam and explosives was unknown, are even in our age of progress considered models of engineering skill.

About the year 400 A. D., the Allemannii penetrated into the country, and were, after a brief occupation, conquered by the Franks. Then followed the gradual incorporation of Switzerland into the German Empire, and the administration of internal affairs by the Dukes of Zähringen, under whom important privileges were

granted to the cities, and the country began to flourish generally. On the extinction of the House of Zähringen, in 1218, however, Switzerland was again broken up into numerous states of more or less magnitude, and ruled by various princes, the most powerful of whom were the Hapsburgs, Kyburgs and members of the House of Savoy. The peaceful possession of these rulers was frequently interrupted by occasional struggles for independence on the part of the various cantons and cities (notably Zürich, Basel and Berne, who became independent in the 13th century), and their perseverance in the cause of freedom and republicanism was ultimately rewarded in 1815 with the Alliance of most of the cantons and their final confederation under the Constitution of September 12, 1848. The present Confederation consists of 25 republics and 22 cantons, of which the legislative power is vested in the "Bundesversammlung."—Nationalrath (one member to each 20,000 souls) and the Ständerath, and the executive in the "Bundesrath," of seven members.

Switzerland at present has a population of about 2,700,000 inhabitants. Its commerce, in consequence of its favorable position between four of the most populous countries is enormous, and consists chiefly

in the export of cheese, cotton, silks, lace and iron manufactures. Its industrial branches are very numerous.

The Alps extend from the south and east to the central part of the country, and the lower country is well irrigated by its many rivers, including the Rhine, Rhone, Tessin, Inn, and the lakes Bodensee, Geneva, Neuchatel, Biel, Murten, Lucerne, Zurich, Thun, Brienz, Zug, Lugano, etc., adding immensely to its success in agricultural enterprises.

1. BÂLE.—Basle, or Basel, the principal town of the half canton Bâle-Ville, has a population of 48,000, and was founded by the Roman army on its retreat to the Rhine. The town is proverbially prosperous in consequence of its situation immediately at the junction of the frontiers of Germany, France and Switzerland. It is connected with Klein-Basel on the right bank of the Rhine by a wooden bridge of considerable size, in the centre of which is a curious obelisk with barometer, thermometer, etc.

Hotels.—FIRST-CLASS: Hôtel Euler, Three Kings, Schweizerhof, Faucon.

Less pretentious.—Hôtel de la Poste.

Sights.—1. Cathedral. 2. Cloisters (of which the oldest was constructed in 1362). 3. The Terrace or Pfalz. 4. Museum (Sunday, 10 to 12; Wednesday, 2 to 4; other days, admission 1 franc). 5. University. 6. Town Hall in the Market place. 7. Arsenal. 8. Spahlen Gate. 9. Fischmarket Fountain, Spahlen Fountain, etc.

2. BERNE.—With a population of 38,000, including its suburbs, is the capital of the Canton of the same name, and since 1848 also the capital of Switzerland. Berne was one of the first cities that gained its independence, and joined the Confederacy as early as 1353. The Canton is still the most important, although it was somewhat decreased in size and population by the separation of Argovie and Vaud in 1798.

The city is situated at an elevation of 1765 feet on a peninsula of sandstone, formed by an abrupt curve of the Aare, which flows about one hundred feet below.

By far the greatest part of the industry of the city is concentrated in the main street, extending nearly a

mile from the Ober-Thor to the Nydeck Bridge under the successive names of Spitalgasse, Marktgasse, Kramgasse and Gerechtigkeitsgasse. The houses of the old town which are mostly built with arcades extending over the sidewalks, and are lined with booths and shops on both sides, give the streets a singular and massive appearance. A similar mode of building is found in other old European cities, in some parts of Strassburg and Bologna, for instance. The arcades are here known as the *Lauben*, and contribute greatly to the preservation of the characteristic features of Berne.

How little the city has changed since almost three-quarters of a century, may be judged from the following description of Berne written in 1810 by L. Simond, which applies in every particular, except its increase in population, to the Berne of to-day. "It is not an easy matter to account for the first impression you receive upon entering Berne. You certainly feel that you have got to an ancient and great city. Yet before the eleventh century it had not a name, and its present population does not exceed twelve thousand souls. It is a republic ; yet it looks kingly. Something of Roman majesty appears in its lofty terraces ;

“in those massy arches on each side of the streets; in the abundance of water flowing night and day into gigantic basins; in the magnificent avenues of trees.”

Hotels.—FIRST-CLASS: Berner Hof, Bellevue Schweizerhof.

Less pretentious: Storch, Emmenthaler Hof, Wilder Mann.

Sights.—1. Cathedral (beautiful Gothic structure begun in 1421). 2. Clock Tower. 3. Museum. 4. University and Library. 5. Roman Catholic Church. 6. Kindlifresser Fountain. 7. Rathhaus. 8. Kunstsaal. 9. Kornhaus and Kornhaus-Keller. 10. Arsenal. 11. Federal Hall. 12. Nydeck Bridge. 13. Bear's Den. 14. Schänzli (beautiful view of the surrounding Alps, etc.). 15. The “Enge” (on the Peninsula formed by the Aare).

3. ZÜRICH.—Zürich is located, unrivalled in picturesqueness, at the northern end of the lake, and contains, with its suburbs, a population of 48,000 inhabitants. It is divided by the river Limmat, which here emerges from the lake, into the “Grosse Stadt” on the right, and the “Kleine Stadt” on the left-bank. The

Limmat is joined on the outskirts of the town by the Sihl, which also flows along its western boundary. The city is well known for its extensive silk and cotton industry, and is, in a sense, the intellectual centre of German-Switzerland, possessing educational institutions of worldwide repute, and from which have gone forth such eminent men as Pestalozzi and Bodmer. A beautiful view of the lake and surrounding country may be had from the terrace at the Polytechnic. An excursion by steamboat on the lake should not be omitted by the traveller appreciative of beautiful landscape scenery.

Hotels.—FIRST-CLASS: Hôtel Baur au Lac, Bellevue, Züricher Hof, Schwarzer Adler.

Less pretentious : Sonne, Rössli.

Sights.—1. The “Gross Münster” (a basilica of the 11th century). 2. Cloisters. 3. Town Hall. 4. “Hohe Promenade.” 5. Polytechnic. 6. Cantonal Schools. 7. Augustine Church. 8. St. Peter’s Church. 9. Botanical Gardens, 10. The “Katz” (an elevation affording good view). 11. Bauschanze. 12. Post-office. 13. Collection of Ancient Armours in the Arsenal. 14. The Uetliberg (excursion on the lake).

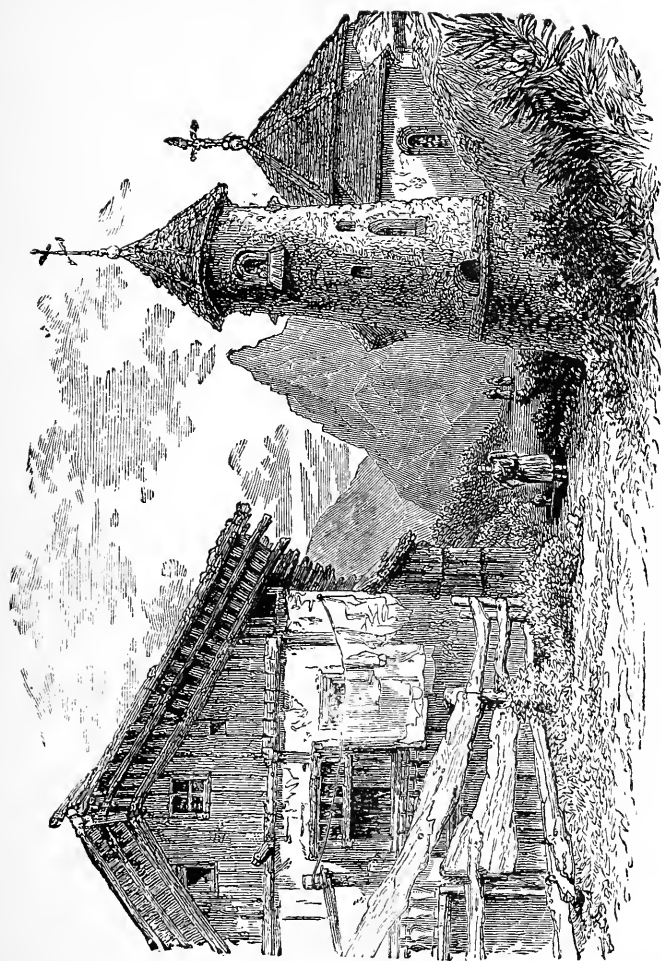
4. LUCERNE.—Lucerne is a town of about 16,000 inhabitants, and is admirably situated on the River Reuss at its effluence from the lake. It is amphitheatrical in shape and is partly enclosed by the Rigi and Pilatus, and faced by the Urner and Engelburger Alps. Its massive walls and huge watch-towers give it the imposing appearance of a mediæval town.

Hotels.—FIRST-CLASS: National, Schweizerhof, Hotel Stadthof.

Less pretentious : Adler, Rössli.

Sights.—1. The New Bridge. 2. Chapel Bridge. 3. Old Wasserthurm. 4. St. Peter's Chapel. 5. Reuss Bridge. 6. Mill Bridge. 7. Schweizerhof Quay. 8. Protestant Church. 9. Stauffer Museum. 10. Arsenal. 11. Church of the Jesuits. 12. Town Hall. Excursions to Rigi, Pilatus.

5. GENEVA.—Geneva occupies a most charming position at the southern extremity of the lake, a little above the confluence of the rivers Rhone and Aare, and at a point where the beautiful azure waters of the Rhone emerge with astounding rapidity, dividing the Quartier de l'Ile from the town proper.



VIEW IN SOUTHERN SWITZERLAND.

Though the capital of one of the smallest cantons, it far exceeds all others in point of wealth and population, having, according to the last census, nearly 50,000 inhabitants, which number is largely swelled in summer and fall by transient visitors.

The ancient *Aurelia Allobrogum*, or Geneva of history, and principal part of the present town, lies on the left-bank of the Rhone, and contains the seat of Government and centre of traffic. The more insignificant Quartier St. Gervais, on the right-bank, is steadily improving in consequence of the opening of the railway. Until recently it was a mere suburb inhabited by the poorer classes.

Some years ago the old fortifications were removed and replaced by the beautiful promenades, since which time the railway has been constructed and other improvements of more or less importance effected.

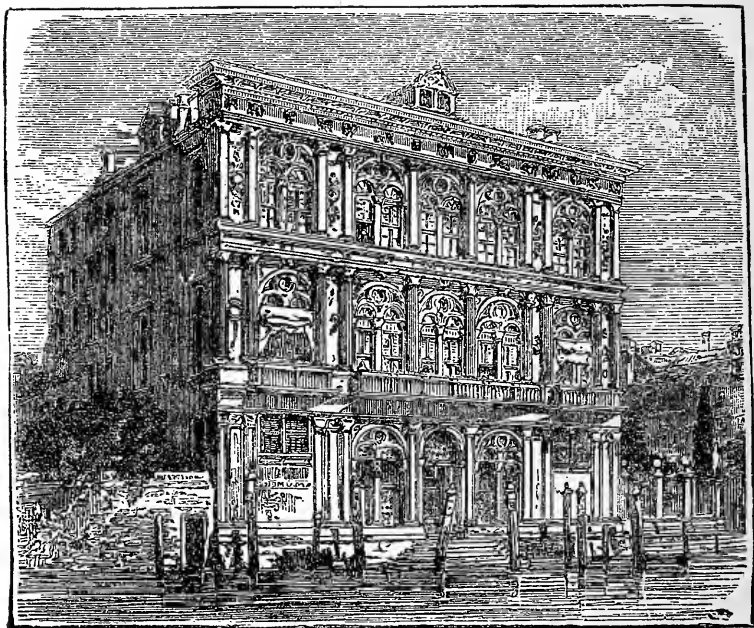
Hotels.—FIRST-CLASS: Hôtel de la Métropole, Ecu de Genève.

Less pretentious—Hôtel de Genève, Hôtel de la Monnaie.

Sights.—1. Pont du Mont-Blanc. 2. Rousseau's Island. 3. Quai du Mont-Blanc. 4. English Church.

5. Calvin's residence. 6. National Museum. 7. Jardin Anglais. 8. Pierres du Niton. 9. Russian Church. 10. Cathedral. 11. Hôtel-de-Ville. 12. Arsenal. 13. Botanical Garden. 14. Musée Rath. 15. Academy Building. 16. Conservatoire de Musique. 17. Synagogue. 18. Excursion on the lake.





PALAZZO PELIGRINO—VENICE.

*CHAPTER XIII.**ITALY.*

Far to the right, where Apennine ascends,
Bright as the summer, Italy extends;
Its uplands sloping deck the mountain's side,
Woods over woods in gay theatric pride;
While oft some temple's mould'ring tops between,
With venerable grandeur mark the scene.
Could nature's bounty satisfy the breast,
The sons of Italy were surely blest.

—GOLDSMITH'S TRAVELLER.

With the exception of the Republic of San Marino, and Savoy and Nice, which were ceded to France, the Kingdom of Italy occupies at present the entire Apennine peninsula. It also comprises Sardinia, Sicily, and numerous smaller islands, with a total population of about 28,000,000 souls.

The principal occupation of one-third of its inhabitants is the pursuit of agriculture, which flourishes to a remarkable degree in northern Italy and in the vicinity of Naples. Its chief products are grain, wine, cotton, flax, olives, oranges, etc. Its industry, when compared with its importance during the middle ages, is insignificant, although it still ranks foremost in some branches of industrial art; as, for instance, in the manufacture of

artificial flowers, jewelry, ceramics, mosaic work, etc. The commerce of Italy, particularly with southern ports, is extensive. It is, however, not her commerce, nor her industry (though for both she, at one time, was envied by all nations) but her being

“The home

Of all Art yields and Nature can decree,”

and the inestimable contribution to the development of art and literature that distinguishes Italy, whose glory—unconfined to any particular place—sufficiently warrants, in the breast of the enthusiastic visitor, the generalization of

“Vedi *Napoli* e poi mori!”

into

See *Italy* and die!

The form of Government of Italy is that of a constitutional monarchy, on the basis of the Constitution of Sardinia of March 4, 1848. The crown vests in the male descent of the House of Savoy.

Prior to the year 1860 but few railways existed on the Apennine peninsula, and these, indeed, in conse-

quence of their limited extent and generally bad management, hardly tempted the hesitating tourist to decide in favor of entering a country which, even yet, is by many inevitably associated with banditti and lazzaroni, and with the idea that the natives gratify their highest ambition by driving the visitor to distraction in indulging an unfortunate and irrepressible passion for grinding excruciating hand-organs.

In spite of prejudices and difficulties, the many historical reminiscences, and the inexhaustible store of literary and art treasures, together with its wonderful climate and unrivalled scenery, have from the earliest ages, exercised a charm on the native of more northern climes, and a visit to Italy has been and still is the ambitious aspiration of many a traveller.

Thanks to the improvements since effected, foremost of which, is the construction of extensive railways, connecting northern and southern Italy by an almost continuous line, and by establishing regular communication with its seaports through a well-managed and efficient maritime service, the cherished hopes of the traveller of to-day may be realized; the tourist is now enabled to explore—without any apprehensions as to the safety of his purse or person—the most hidden

nook in the interior of provinces which were formerly hardly known to the ordinary tourist.

The delays and annoyances also formerly existing in consequence of rigorous passport and custom-house examinations, and the exasperating variety of complicated monetary systems have disappeared, while the extortions of guides, and persistence in shocking exhibitions of an army of crippled mendicants inseparably connected with crossing the frontiers and travelling through the cities of these districts, have been reduced to a minimum through the energetic efforts of an exemplary police surveillance.

Efforts in the direction of practically establishing a specie resumption are being made, although the difference in favor of the precious metals has been reduced to but 5 to 6 per cent. and has varied very little within the last ten years. The traveller should, in order to avail himself of this benefit, procure French gold before entering Italy, which he can then change into paper-money for a premium at any bankers.

It is advisable, in order to more safely resist the injurious influences to which the traveller is exposed on changing one climate for another, in a measure, to adjust his mode of living to the circumstances,

and, as far as compatible with comfort, adopt that of the natives. This is especially important in the selection of clothing for winter and summer, which should for both seasons be rather heavier than customary in our climate, as the stranger is unusually susceptible to cold at first. In summer, exposure to the sun's rays should also be avoided.

A voyage on the Mediterranean and Adriatic is considered almost indispensable to a tour in Italy, and should not, if circumstances allow, be omitted.

1. MILAN (*Milano*, lat. *Mediolanum*).—The principal city in Lombardy, after its total destruction by the Emperor Frederick I, surnamed Barbarossa, was rebuilt on its present site in 1162. It is one of the wealthiest cities in Italy, its manufacturing interests, especially in silks, being enormous. It has a population with its suburbs of 265,000 inhabitants. Though situated on the insignificant Olona, its facilities for transportation and traffic are enhanced by its connection with the Ticino and Lago Maggiore through the *Naviglio* (canal) *Grande*, with the Ticino and Po by the *Naviglio de Pavia*, and with the Adda and Po and Lake Como by the *Naviglio della Martesana*.

The ancient part of the city, consisting chiefly of narrow and irregular streets, is surrounded by canals. The suburbs (*borghi*) have been founded on the outskirts of these, and are named after the gates leading to them. There are eleven gates, prominent among which is the Porta Venezia, at the end of the new Corso Venezia, running into the Corso Vittorio Emanuele, which terminates at the Cathedral, and is the main thoroughfare of Milan. The Porta Sempione is a beautiful structure of pure Carrara marble.

Hotels.—FIRST-CLASS: Hôtel de la Ville, Hôtel Cavour, Gran Bretagna, Hôtel Reichmann.

Less pretentious: Hôtel Pozzo, St. Marco, Ancora, Trois Suisses.

Sights.—1. Cathedral (dedicated to *Mariæ Nascenti* according to an inscription over its main portal, and considered by the Milanese as the eighth wonder of the world. It was founded in 1386, and restored and enlarged by the addition of a steeple in 1805 by Napoleon.) 2. Piazza del Duomo. 3. Galleria Vittorio Emanuele. 4. Piazza della Scala. 5. Church of S. Fidele. 6. The Brera (9 to 4 daily, except Sundays, 12 to 4; contains collections of paintings, coins, observatory,

library, etc., etc.). 7. Paintings in the above (famous among which is "The Sposalizio," of Rafael Sanzio). 8. Church of S. Maria del Carmine. 9. Piazza de' mercanti. 10. Ambrosian Library (10 to 3; paintings Wednesdays, 10 to 2½. Contains, besides its two hundred thousand printed volumes, over fifteen thousand manuscripts). 11. S. Maurizio. 12. S. Maria delle Gracie. 13. "Last Supper," by Leonardo da Vinci, at the northern extremity of S. Maria delle Gracie. 14. S. Ambrogio (founded by St. Ambrose on the ruins of an ancient temple to Bacchus). 15. S. Lorenzo (oldest church in Milan). 16. S. Maria presso S. Celso. 17. S. Alessandro. 18. S. Satiro. 19. The Ospedale Maggiore. 20. S. Carlo Borromeo. 21. S. Maria della Passione. 22. The Giardini Pubblici. 23. Museo civico. 24. Arco della Pace. 25. Cemetery (Cimitero monumentale).

Theatres.—Teatro della Scala (next to the S. Carlo in Naples, the largest in Italy). Teatro alla Cannobiana (during carnival). Teatro Manzoni (at the Piazza della Scala, mostly comedies). Teatro S. Rade-gonda (to inferior operas). Teatro Carcano. Teatro Reale (operas). Popular performances at Fossati's and Cimiselli (Piazza d'Armi).



RIALTO ON THE GRAND CANAL—VENICE.

2. VENICE.—*Venezia* (lat. *Venetia*) is situated in a swampy part of the Adriatic Sea, under the $45^{\circ} 25'$ north latitude, about four kilometres from the main land in the Lagunes, which are protected against encroachments from the sea by the so-called *Murazzi*, or dikes. Its 16,000 houses and palaces are built on piles, and its 147 canals form 130 sections or islands, which are connected by 378 bridges, mostly of massive build. Its population is estimated to be 135,000, of which 35,000 are paupers. Its commerce, which, during the 12th to the 15th century, was unrivaled, has been partly regained by the efforts of Austria who had made it a free port. Gondols—here superseding omnibuses, fiacres, etc.—are in waiting at the depot and convey the stranger to any part of the city.

Hotels.—FIRST-CLASS: Grand Hôtel Royal; Europa; Hôtel Baur; Vittoria.

Less pretentious: Sandwirth; Vapore.

Sights.—1. Piazza S. Marco. 2. Procurazie. 3. Basilica S. Marco (a brilliant specimen of Byzantine architecture). 4. Campanile. 5. Clock Tower. 6. Piazzetta. 7. Ducal Palace. 8. Ponte dei Sospiri, or the

“Bridge of Sighs.” 9. Riva degli Schiavoni. 10. Arsenal. 11. Academia. 12. Canalo Grande with the famous Rialto. 13. Guidecca. 14. S. Maggiore. 15. The Giardini Pubblici.

3. FLORENCE. — (*Firenze*, lat. *Florentia*), with a population of 167,093, was, until 1859, the capital of the archduchy of Tuscany, and as in ancient times, Rome became the most important city in Italy Florence maintained its supremacy as the intellectual centre of Italy during the middle ages, and bears this distinction at the present time. From here emanated the scientific development of the language and literature and the renaissance of art. It contains, in consequence, an abundance of art treasures nowhere else met with in such profusion. The conspicuous part which it occupies in mediæval history, as instrumental to a great extent in deciding the destiny of all Europe, together with its charming surroundings, render Florence one of the most interesting and delightful cities of the continent, and have won for it the title of *La bella*. It is situated on both banks of the shallow Arno in a charming valley of considerable extent, and is picturesquely surrounded by the Apennines. Florence is, in spite of

the rivalry of Rome, a very prosperous city. Among its antiquities, many of its ancient gates are still preserved, notably the Porta alla Croce with fresco paintings by Ghirlandajo, the Porta S. Gallo, Porta Romana, Porta S. Frediano, and the Porta S. Miniato. Both banks of the Arno are united by six bridges, of which the oldest is the Ponte alla Gracie, built in 1235, and in 1283 the scene of the reconciliation of the Guelphs and Ghibellines. The quays known as *Lung' Arno* (*Corsini, Soderini, Nuovo, etc.*), contribute largely to the magnificent beauty of the city.

Hotels.—FIRST-CLASS: Grand Hôtel Royal de la Paix, Italia, Nuovo York, Hôtel de la Ville, Vittoria.

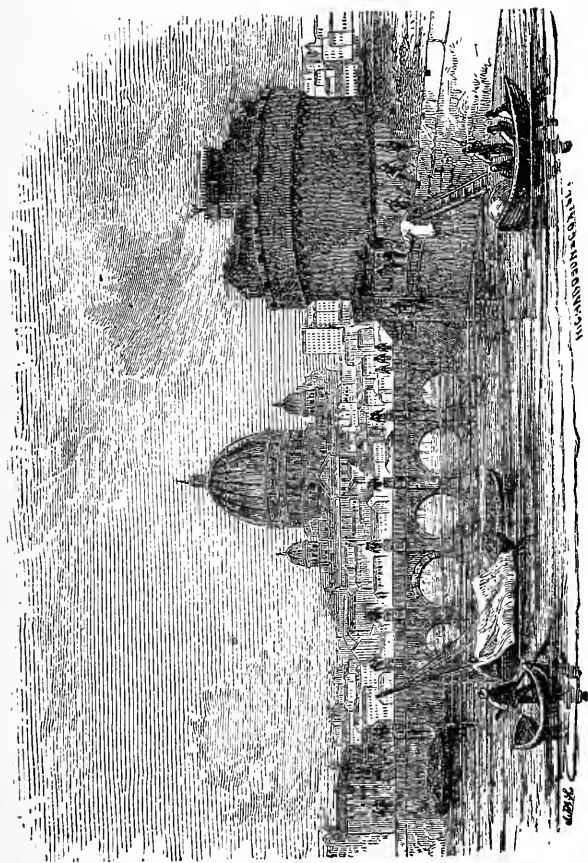
Less pretentious: Washington, Hôtel Pension Suisse, Ville de Paris, Luna, Albergo di Spagna.

Sights.—1. Piazza de la Signoria. 2. Palazzo Vecchio. 3. Loggia dei Lanzi. 4. Galleria degli Uffizi. 5. Piazza del Duomo. 6. Battistero S. Giovanni. 7. Cathedral. 8. Church of S. Croce. 9. S. Lorenzo. 10. S. Marco. 11. S. Maria Novella. 12. S. Annunziata. 13. S. Spirito. 14. Academia delle Belle Arti. 15. Palazzo Pitti. 16. Boboli Gardens. 17. Views from S. Miniato Bello Seguardo, and from the heights of Fiesole.

Theatres.—1. Della Pergola (in the Via della Pergola, operas and ballet). 2. Pagliano (Cherubini, Via Ghibellina). 3. Niccolini. 4. Delle Logge (French comedies). 5. Nazionale. 6. Alfieri. 7. Rossini. 8. Goldoni (Principe Umberto, Arena Nazionale, performance during day).

4. ROME.—Ancient Rome, founded by Romulus in 753 B.C., was located on the famous *seven hills*, viz. : the Palatine, Capitoline, Quirinal, Aventinē, Cœlius and Viminal, all of which King Severus, at a later period, caused to be encircled by walls. They are situated in an undulating volcanic plain, which extends from Cape Linaro, south of Civittavecchia, to the Promontorio Circeo, a distance of about eighty-five miles, and between the Apennines and the sea, a width of twenty-five miles.

The present city lies on both sides of the Tiber, the most important river in the Italian peninsula, fourteen miles from the Mediterranean. The prospect, from one of the hills of Rome—and there are few cities more replete with ever varying and delightful views—is bounded toward the east by the unbroken chain of the Apennines, which rises at a distance of ten to twenty miles. In the extreme north towers the indented ridge



VIEW OF FORT ANGELO AND ST. PETERS—ROME.

of Soracte, occupying an isolated position in the plain, and separated by the Tiber from the principal range of the Apennines. More towards the south, on the last visible spur of the Sabine Mountains, Palestrina, the Praeneste of antiquity, is situated. On the north the eye rests on the Janiculus, a volcanic chain of hills approaching close to the river.

On the right-bank of the Tiber lies the more modern and smaller portion of the city. This part is divided into two halves : on the north the Borgho around the Vatican and St. Peters, on the south, lying on the river and the slopes of the Janiculus, Trastivere.

The more ancient portion of the city, properly called, lies on the left-bank, partly in the plain which extends along the river, the ancient *Campus Martius*, and partly on the surrounding hills, the far-famed seven hills of Rome, the least extensive but historically most important of which are the Capitoline and Quirinal.

Hotels.—FIRST-CLASS : Isole Brittaniche, Albergo di Russia, di Europa.

Less pretentious : Del Sole, Degli Tre Re, Anglo-Americano, Tellenbach.

Sights.—1. Corso. 2. Piazza del Popolo. 3. English Church. 4. Pincio. 5. Villa Medici. 6. Piazza di Spagna. 7. Piazza Colonna. 8. Palazzo Chigi. 9. Sciarra Colonna. 10. Palazzo Doria. 11. Villa Borghese. 12. Villa Ludovisi. 13. Villa Albani. 14. Palazzo Barberini. 15. Quirinal. 16. Thermae of Diocletian. 17. Temple of Minerva Medica. 18. Porta Maggiore. 19. Mausoleum of Augustus. 20. Pantheon. 21. Ghetto or Jewish quarters. 22. Colonnade of Octavia. 23. Piazza del Campidoglia. 24. Palazzo del Senatore. 25. Capitol. 26. Tarpeian Rock. 27. Forum Romanorum. 28. Temple of Saturn. 29. Colonnade of the Twelve Gods. 30. Temple of Vespasia. 31. Temple of Concordia. 32. Triumphal Arch of Septimus Severus. 33. Rostra. 34. Column of Phocas. 35. Catacombs. 36. Arch of Titus. 37. Colosseum, and numerous churches.

5. **NAPLES.**

NOTE:—Arrival by railway: The station is at the S. E. end of the town. The formalities of the municipal custom-house are very lenient and speedily gone through with. Hotel and public omnibuses and fiacres are in waiting.

Arrival by steamboat: The steamers anchor outside the Porto Grande, and a small boat conveys the traveller to the Dogana, where the baggage is examined and passed. Omnibuses and fiacres are also in waiting here.

Naples, the most populous city in Italy, contains nearly 500,000 inhabitants. Its charming appearance is almost unexcelled, and the superb majesty and beauty of the bay has from the earliest times been the object of enthusiastic admiration, and drawn thither thousands of visitors annually. In point of architecture, either modern or antique, Naples offers rather few attractions; and the narrow, dingy streets, the ponderously built, close and badly constructed houses, rendered more obscure if possible by ugly balconies, are far from inviting.

This scarcity of attractiveness and antiquity in buildings in the city confines, is however, amply compensated by the recent discovery of Herculaneum and Pompeii, and the innumerable treasures which the excavations now being prosecuted under the supervision of the Government have brought to light.

Naples lies at the base and partly on the sides of several hardly appreciable elevations of ground, rising from the Mediterranean coast in the form of a crescent, for a distance of about 35 miles from the Capo di Meseno, its north-west boundary, to the Punta della Campanello, its south-east limit. It is separated from the sea by the islands of Procida and Ischia towards

the north, and Capri towards the south. At the northern or hilly district, in the middle of the plain, rises lofty and grand Mount Vesuvius with Mount Somma, a semi-circular wall of an earlily cone at its side. The plain is here divided into two separate districts, intersected by the rivers Sarno and Sebeto. Beyond the Sarno are situated the ruins of Pompeii, and Resina on the site of Herculaneum.

From the Capo di Monte, east towards the Sebeto, lies the greater and most ancient part of Naples, crossed from north to the south by the Toledo or Strada Roma, the principal street, continuing towards the north as the Strada Nuova di Capodimonte. The city has, on the whole, a modern aspect.

Hotels. — FIRST-CLASS : Vittoria, United States, Hôtel des Etrangers, Delle Crocelle, Gran Bretagna.

Less pretentious : Hôtel de Russie, Hôtel de Genève, Hôtel Montpellier, Bella Venezia.

Sights.—I. *Side towards the sea :—*

1. Castel dell' Ovo. 2. S. Francesco di Paola (an imitation of the Pantheon at Rome). 3. Palazzo Reale. 4. Municipio. 5. S. Giacomo degli Spa-

gnuoli. 6. Fontana Medina. 7. Castel Nuovo. 8. Porto Militare. 9. Porto Grande. 10. Light-house.

II. *Toledo, Capodimonte* :—

1. Catacombs. 2. Palazzo di Capodimonte. 3. Villa Regina Isabella or “Gallo.” 4. Observatory.

III. *The old town* :—

1. L’Incoronata. 2. Palazzo Fondi. 3. S. Maria la Nuova. 4. General Post and Telegraph Office. 5. S. Anna de’ Lombardi or Monte Oliveto. 6. Gesu Nuovo. 7. S. Chiara. 8. S. Domenico. 9. La Capella di San Severo. 10. Angelo a Nilo. 11. University. 12. S. Severino e Sosio. 13. Cemeteries. 14. Cathedral. 15. Santa Restituta. 16. S. Paolo Maggiore. 17. S. Lorenzo. 18. Conservatory of Music. 19. Museo Nazionale (with very complete collections of Pompeian antiquities, etc., etc.). 20. Villa Nazionale. 21. The Mergellina on the Posilipo. 22. Grotto of Sejanus (at the Punta di Coroglio near the sea). 23. Island of Nisida on the Bay. 24. Grotto di Posilipo. 25. Excursions to Salerno (including Portici, Pompeii, etc., 2 hours). Excursion to Capri (Blue Grotto, etc.).

Theatres.—The performances usually begin at 8 and

last till nearly midnight. 1. S. Carlo (one of the largest theatres in Europe ; operas and ballet only). 2. Mercandante (or Fondo) in the Strada del Molo. 3. Fiorentini, in the street of the same name. 4. Teatro Nuovo. 5. Fenice Goldoni, Giardino d' Inverno at the Villa Reale. 6. San Carlino, with *Puncinello* or Punch and Judy show. 7. Teatro Partenope on the Piazza Cavour.



CHAPTER XIV.

1.—Direct routes on the principal railways of the Continent.

NOTE.—The time marked after each station, is the accumulated time from the place of first departure, and should not be confounded with the time between each station. The time and fares are for *continuous* trips and for Express Trains, unless otherwise indicated. The “*Courrier*” Trains in Germany, and the “*Express*” Trains in France carry only first and second-class passengers. Times and Fares of Routes enumerated in the preceding chapters refer generally to *ordinary* Trains, and therefore do not always correspond with those below.

GERMANY.

(*Fifty pounds baggage free.*)

1. *Bremen* — Uelzen, Time: 2:25; Stendal, 4:50; *Berlin*, 6:50. Fares: \$6.60; 4.90; 3.45, respectively.
2. *Bremen* — Uelzen, Stendal, Magdeburg, time, 5:50;

- Shönebeck, 6:07; Cöthen, 6:45; Halle, 7:25; *Leipzig*, 8:05. Fares: \$7.60; 5.65; 4.10.
3. *Bremen*—Verden, time, 1:00; Wunstorf, 3:05; *Hannover*, 3:30. Fares: \$3.40; 2.50; 1.70 (*Hamm-Cologne*, see No. 9).
4. *Bremen*—Rotenburg, time, 58 m.; Harburg, 2:15; *Hamburg*, 2:32. Fares: \$2.00; 1.60; 1.20; fourth-class, 62 cts.
5. *Berlin*—Stettin, time, 2:28; Stargard, 3:23; Belgard, 5:25; Cöslin, 5:55; Stolp, 7:15; Zoppot, 9:40; *Danzig*, 10:00. Fares: \$9.40; 7.10; 4.70.
6. *Berlin*—Fürstenwalde, time, 1:10; Frankfort-on-the-Oder, 1:45; Guben, 2:15; Sommerfeld, 2:30; Sorau, 4:05; Hansdorf, 4:16; Kohlfurt, 5:00; Bunzlau, 6:00; Liegnitz, 7:10; Neumarkt, *Breslau*, 8:26. Fares: \$8.00; 6.00; 3.42.
7. *Berlin*—Güterbog, time, 1:12; Wittenberg, 1:43; Bitterfeld, 2:25; *Leipzig*, 3:20. Fares: \$3.20; 2.40; 1.70.
8. *Berlin*—Halle, time, 3:10; Weissenfels, 3:46; Gross-Heringen, 4:22; Weimar, 4:59; Erfurt, 5:40; Gotha, 6:00; Eisenach, 6:28; Bebra, 7:30; Fulda, 8:30; Elm, 9:07; Salmünster, Gelnhausen,

- 9:48; Hanau, 10:04; *Frankfort-on-the-Main*, 10:40. Fares: \$8.30; 5.50; 3.50.
9. *Berlin*—Potsdam, time, 27 m.; Brandenburg, 1:02; Magdeburg, 2:12; Lehrte, 5:35; (*Hannover*, 6:00 from Berlin; Minden, 7:15); Minden, 8:00; Löhne 8:50; Bielefeld, 10:00; Hamm, 11:32; *Dortmund*, 12:00. Fares: \$8.40; 6.50; 4.45. *Dortmund*, Oberhausen, 53 m.; Düsseldorf, 1:30; *Cologne*, 2:15. Fares: \$2.05; 1.50; 1.00, extra, from Dortmund.
10. *Frankfort-on-the-Main*—Hanau, time, 19 m.; Aschaffenburg, 1:00; Gemünden, 2:12; Würzburg, 3:00; Steinach, 4:45; Ansbach, 5:26; Gunzenhausen, 6:00; *Treuchtlingen*, 7:30. Then *Treuchtlingen* via Eichstädt, 8:10; Ingolstadt, 8:42; *Munich*, 10:28 from Frankfort-on-the-Main. Fares: about \$7.50; 5.30; 4.00.
11. *Frankfort-on-the-Main* — Mainz, Worms, time, 53 m.; Ludwigshafen, 1:20; Schifferstadt, 1:40; Neustadt, 2:06; Landau, 2:39; Winden, 2:53; Weissenburg, 3:14; Hagenau, 3:50; *Strassburg*, 4:35 from Mainz. Fares: about \$3.70; 2.80; 2.00.

AUSTRIA.

12. *Vienna*—Tuln, Absdorf, time, 1:00; Eggenburg, 1:51; Göpfritz, 2:53; Gmünd, 3:47; Budweis, 5:16; Strakonic, 6:35; Pilsen, 8:10; Marienbad, 10:10; *Eger*, 10:52. Fares; \$8.60; 6.50; 4.40; fourth-class, \$2.20.
13. *Vienna*—Brünn, time, 3:35; Trübau, 5:30; Pardubitz, 6:35; Kolin, 7:24; *Prague*, 8:30; Kralup, 9:38; Aussig, 10:10; Bodenbach, 11:26; *Dresden*, 13:21; Fares: \$10.20; 7.60; 5.20. (Berlin to Dresden, 4 hrs.)
14. *Vienna*—St. Pölten, time, 1:30; Amstetten, 3:00; St. Valentine, 3:55; Linz, 4:30; Wels, 5:21; Neu-markt, 6:10; Braunau, 9:00; *Simbach*. Fares: \$5.80; 4.40; 2.90. (Simbach to Munich, 3:30.)

FRANCE.

15. *Paris*—Amiens, time, 3:40; Arras, 5:30; Hazebrouck, 8:04; *Calais*, 10 hrs. Fares: \$6.65; 5.20; 3.80.
16. *Paris*—Rouen, time, 2:40; *Hâvre*, 4:38. Fares: \$5.35; 4.00; 3.00.

17. *Paris*—Caen, time, 5:18; *Cherbourg*, 8:15. Fares :
\$8.70; 6.50 ; 4.75.
18. *Paris*—(St. Lazare) *Versailles*, 40 m.
19. *Paris*—(Montparnasse) *Versailles*, 40 m.
20. *Paris*—Orléans, time, 2:05; Tours, 4:00; Poitiers,
5:50; Coutras, 10:00; *Bordeaux*, 12:00. Fares :
\$13.50; 10.15 ; 7.50.
21. *Paris*—Orléans, time, 5:20; Vierzon, 7:50; St. Sul-
pice, 14:00; *Périgueux*, 18:00. Fares : \$17.00;
12.75; 9.25.
22. *Paris*—Dijon, time, 7:50; Mâcon, 10:55; Lyons,
13:00; Valence, 16:50; Tarascon, 21:00; *Mar-*
seilles, 24:35. Fares : \$20.00 ; 15.20 ; 11.15.
23. *Paris*—Meaux, time, 40 m.; Epernay, 2:40; Châlons,
3:40; Blesme, 4:28; Frouard, 7:10; Nancy, 7:20;
Lunéville, 8:10; *Avricourt*, 8:50. Fares : \$10.00;
7.20; 5.30. (Strassburg from Paris, 11:00 hrs.)

HOLLAND.

24. *The Hague*—Rotterdam, time, 10 m.; Gouda, 33 m.;
Utrecht, 1:10; Arnheim, 2:15; *Emmerich*, 3:00.
Fares : \$2.50; 2.00; 1.27. (Cologne, 6:00; Berlin,
22:00.)

25. *The Hague*.—Rotterdam, Gouda, *Amsterdam*, time, 1:45. Fares, \$1.25; 1.00; 60 cts.
26. *Amsterdam*.—Haarlem, time, 33 m.; *The Hague*, 2:00; *Rotterdam*, 2:15. Fares: \$1.50; 1.15; 75 cts.
27. *Amsterdam*.—Hilversum, time, 32 m.; *Utrecht*, 43 m. Fares: 75 cts.; 60 cts.; 35 cts.
28. *Rotterdam*.—Gouda, *Amsterdam*, time, 1:35. Fares: \$1.20; 95 cts.; 55 cts.

BELGIUM.

29. *Brussels*.—Ghent, time, 1:10; Brügge, 1:50; *Ostend*, 2:20. Fares: \$1.70; 1.25; 85 cts.
30. *Brussels*.—Mecheln, time, 25 m.; *Antwerp*, 58 m. Fares: 62 cts.; 48 cts.; 30 cts.
31. *Brussels*.—Braine-le-Comte, time, 1:02; Jurbise, 1:40; Mons, 2:00; St. Ghislain, 2:21; Quivrain, 2:45; *Paris*, 8.05. Fares: \$7.25; 5.40; 4.00.
32. *Antwerp*.—Mecheln, time, 35 m.; *Brussels*, 58 m. Fares: 62 cts.; 48 cts.; 30 cts.

SWITZERLAND.

33. *Basel*.—(Bâle) Lietel, time, 21 m.; Sissach, 33 m.; Olten, 1:12; Aarau, 1:31; Wildegg, 1: 0; Turgi,

- 2:05; Baden, 2:20; *Zürich*, 3:00. Fares: \$2.00, 1.60; 1.00.
34. *Basel*.—Olten, time, 1:12; Herzogenbuchsee, 2:50; Berne, 4:00. Fares: \$2.10, 1.50, 1.15. Romont, 6:13; Lausanne, 7:30; Geneva, 9:10. Fares: \$5.50, 3.90, 2.85.
35. *Basel*—via Neufchâtel, *Geneva*, 9 hrs. Fares: \$5.30 3.80, 2.80.
36. *Zürich*—via Zug, time, 1:25; *Lucerne*, 2:20. Fares: \$1.30; 95 cts.; 55 cts.

ITALY.

37. *Turin*.—Novara, time, 2:40; Milan, 3:45; Bergamo, 5:10, Verona, 7:26; Padua, 9:40; *Venice*, 10:35. Fares: \$9.80, 7.00, 5.00.
38. *Modane*—(Mt.Cenis) *Turin*, time, 4:30; *Alessandria*, 6.50; *Piacenza*, 8:50; *Bologna*, 11:56; *Pistoja*, 15:50; *Florence*, 16:40. Fares: \$12.25, 9.25, 6.75. (Rome, 26:50; *Naples*, 34:20.)
39. *Milan*—(Arona) *Mortara*, time, 1:15; *Alessandria*, 2:45, *Genoa*, 5:15. Fares: \$3.30, 2.35, 1.90.
40. *Florence*.—*Pisa*, time, 2:40; *Leghorn* (*Livorno*), 3:10; *Grosseto*, 7:30; *Civita-vecchia*, 10:20; *Rome*, 12:10. Fares: \$8.20; 5.70.

41. *Florence*.—Foligno, time, 5.40; *Rome*, 10.05.
Fares: \$8.20, 5.70.
42. *Rome*.—Ceprano, time, 4.10; Capua, 8.10; *Naples*,
9.59. Fares: \$6.30, 4.40.

II.—CIRCULAR TOURS.

During the travelling season, the principal railway companies on the Continent, issue excursion tickets at greatly reduced prices. These round-trips embrace the leading places of interest throughout the country. We give a list of these below, though some may be subject to slight changes. Tours not marked with time are usually for 30 days.

FROM PARIS.

1. Paris, Nancy, Avricourt, Strassburg, Ludwigs-hafen, Kehl, Baden-Baden, Karlsruhe, Heidelberg, Mannheim, Darmstadt, Frankfort, Mainz, Wiesbaden, Rudesheim, Ems, Coblenz, Kappellen, Bonn, Aix-la-Chapelle, Liége, Namur, Charleroi, Brussels, Valencienne, Paris. First-class, about \$30.00; Second-class, \$22.00.

2. Paris, Belfort, Basel, Lucerne, Zug, Zürich,

Rapperswyl, Wessen, Glarus, Wadeswyl, Ziegelbruck, Chur, via Bodensee to Rorschach, Constance, Singen, Schaffhausen, Basel, Mühlheim, Freiburg, Offenburg, Baden-Baden, Strassburg, Paris. First-class, \$36.00; Second class, \$27.00.

3. Paris, Belfort, Basel, Lucerne, Alpnacht, Brienz, Giesbach, Interlaken, Thun, Berne, Freiburg, Lausanne, Geneva, Dijon, Paris. First-class, \$30.00; Second-class, \$22.50; tickets good for 2 months about 10 per cent. higher.

FROM STATIONS IN GERMANY

To Saxony and Bohemia.

1. Berlin, Röderau, Dresden, Leipzig, Berlin. Second-class, \$6.00; Third-class \$4.00—good for ten days.

2. Dresden, Schandau, Aussig, Teplitz, Dux, Carlsbad, Eger, Franzensbad, Zwickau, Chemnitz, Freiberg, Dresden. Second-class, about \$7; Third-class, \$6.50.

To Bavaria, Saxony and Austria.

1. Berlin, Leipzig, Reichenbach, Eger, Regensburg, Munich, Regensburg, Fürth, Pilsen, Prague, Dres-

den, Berlin. Second-class, \$19.00; Third-class, \$13.00.

2. Berlin, Jüterbog, Wittenberg, Leipzig, Reichenbach, Hof, Bayreuth, Bamberg, Nürnberg, Munich, Regensburg, Eger, Reichenbach, Leipzig, Berlin. Second-class, \$18.00; Third-class, \$13.00.

3. Nürnberg, Regensburg, Passau, (also by steamboat to Vienna), Vienna, Budweis, Pilsen, Marienbad, Eger, Weiden, Nürnberg. Second-class, \$14.00; Third-class, \$11.00.

To Austria and Hungary.

1. Leipzig, Altenburg, Reichenbach, Franzensbad, Eger, Marienbad, Pilsen, Budweis, Vienna, Kolin, Jungbunzlau, Bodenbach, Schandau, Königstein, Dresden, Leipzig. Second-class, \$17.50; Third-class, \$10.50.

2. Berlin, Görlitz, Seidenberg, Friedland, Reichenberg, Jungbunzlau, Kolin, Prague, Aussig, Bodenbach, Schandau, Königstein, Dresden, Neustadt, Berlin. Second-class, \$20.00; Third-class, \$13.00.

3. Same as far as Vienna, thence to Salzburg, Rosenheim, Munich, Nürnberg, Hof, Bamberg, Reichenbach, Leipzig, Berlin. Second-class, \$28.00; Third-class, \$19.00.

4. Hamburg, Berlin, Dresden, Königstein, Schandau, Aussig, Leitmeritz, Prague, Vienna, Linz, Salzburg, Munich, Nürnberg, Bamberg, Hof, Leipzig, Berlin, Hamburg. Second-class, \$35.00; Third-class, \$24.00—good for 45 days.

To Thuringia and Harz Mountains.

1. Erfurt, Weimar, Göschwitz, Gera, Weissenfels, Erfurt; Second-class, \$4.00; Third-class, \$2.80.

2. Hannover, Northeim, Nordhausen, Sonderhausen, Erfurt, Gotha, Eisenach, Gerstungen, Bebra, Cassel, Göttingen, Hannover. Second-class, \$6.50; Third-class, 5.00—good for ten days.

3. Berlin to Ballenstedt, Blankenburg, Thale, Wernigerode. Second-class, \$4.00; Third-class, 3.00—good for ten days.

To the rivers Rhine, Main, Mosel and Saar.

1. Berlin via Halle, Nordhausen, Cassel, Eisenach, Bebra, Hanau, Frankfort, then either via Mainz, Bingen, or via Wiesbaden, Oberlahnstein to Coblenz and Cologne, then either via Hannover, Lehrte, Ber-

lin, or via Kreiensen, Magdeburg to Berlin. Second-class, \$17.00 ; Third-class, 10.50.

2. Berlin to Frankfort as foregoing, thence Rüdesheim or Bingen, Kreuznach, Saarbrücken, Metz, Luxemburg, Trier, Cologne, and thence again as per trip No. 1. to Berlin. Second-class, \$21.00 ; Third-class, 14.00.

3. Hamburg, Bremen, Münster, Cologne, Mainz, Ludwigshafen, Mannheim, Heidelberg, Frankfort, Cassel, Hamburg, same from Bremen. Second-class, \$16.00 ; Third-class, 11.00.

4. Cologne, Bonn, Coblenz, Oberlahnstein, Ems, Nassau, Dietz, Limburg, Weilburg, Wetzlar, Deutz, Cologne. Second-class, \$4.00 ; Third-class, 2.80.

From Berlin.

1. Berlin to Dresden, Leipzig, Berlin. First-class, \$6.50 ; Second-class, 5.00 ; Third-class, 3.50.

2. Berlin, Halle, Weimar, Erfurt, Gotha, Eisenach, Gerstungen, Hersfeld, Fulda, Gelnhausen, Hanau, Wiesbaden, Oberlahnstein, Coblenz, Cologne, Düsseldorf, Altenessen, Dortmund, Hamm, Bielefeld, Minden, Hannover, Brunswick, Oschersleben, Magdeburg, Ber-

lin. First-class, \$21.00 ; Second-class, 15.00 ; Third-class, 11.00.

3. Berlin, Röderau, Dresden, Krippen, Bodenbach, Prague, Brünn, Vienna, Gratz, Pragerhof, Ofen, Pest, Marchegg, Brünn, Pardubitz, Königgrätz, Josephstadt, Parschnitz, Liebau, Hirschberg, Frankfort-on-the-Oder, Berlin. First-class, \$43.00; Second-class, 28.00; Third-class, 22.00.

From Bremen.

1. Bremen, Hannover, Cassel, Marburg, Frankfort, Mainz, Castel, Wiesbaden, Eltville, Rüdesheim (or Bingen, Coblenz), Oberlahnstein, Ems, Wetzlar, Giessen, Marburg, Cassel, Hannover, Bremen. Second-class, \$13.00; Third-class, 8.40.

2. Bremen, Hannover, Cassel, Nauheim, Frankfort, Heidelberg, Carlsruhe, Baden, Appenweier, Offenbourg, Freiburg, Müllheim, Basel, Waldshut, Neuhausen, Schaffhausen, Constance, Bodensee, Friedrichshafen, Ulm, Stuttgart, Heilbronn, Jaxtfeld, Wimpfen, Heidelberg, Frankfort, Bremen. First-class, \$25.00 ; Second-class, 17.50 ; Third-class, 12.00.

3. Bremen, Hannover, Brunswick, Goslar, and back via Thale, Oschersleben, Vienenburg, Brunswick,

Hannover, Bremen. Second-class, \$5.00 ; Third-class, \$3.70—the same from Hamburg.

FROM STATIONS IN BELGIUM.

To the Rhine.

1. Brussels, Liège, (Lüttich), Spa, Aix-la-Chapelle (Aachen), Cologne, Mayence (Mainz), Darmstadt, Ems, Wiesbaden, Mannheim, Baden-Baden, Strassburg, Nancy, Paris, St. Quentin or Valenciennes, Hautmont or Quivrain, Namur, Brussels—one month. Fare: First-class, \$28.03.

To Holland.

2. Brussels, Antwerp (Anvers), Rotterdam, The Hague, Amsterdam, Amersfoort, Zwolle, Arnheim, Utrecht, Tilburg, Antwerp, Brussels—15 days. Fare: First-class, \$9.40.

To Flanders.

3. Brussels, Mâlines, Antwerp, St. Nicholas, Gand, Bruges, Ostend, Roulers, Ypres, Courtrai, Tournai, Braine-le-Comte, Brussels—15 days. Fare: First-class, \$5.32.

To the Meuse.

4. Brussels, Mâlines, Louvain, Liège, Verviers,

Spa, Huy, Namur, Dinant, Brussels—15 days. First-class, \$4.40.

FROM STATIONS IN ITALY.

To Northern and Central Italy.

1. Milan, Turin, Alessandria, Genoa, Piacenza, Milan—15 days. Fares: First-class, \$8.00; Second-class, \$5.70; Third-class, \$4.10.

2. Milan, Verona, Padua, Venice, Bologna, Florence, Bologna, Piacenza, Lodi, Milan—20 days. Fares: \$14.00, \$10.50, \$7.60.

3. Turin, Milan, Padua, Venice, Bologna, Florence, Bologna, Piacenza, Alessandria, Genoa, Turin—30 days. Fares: \$16.20, \$12.20, \$9.00.

4. Turin, Milan, Padua, Venice, Bologna, Florence, Empoli, Pisa, Lucca, Pistoja, Bologna, Piacenza, Alessandria, Genoa, Turin—35 days. Fares: \$17.75, \$13.00, \$9.50.

To Central and Southern Italy.

5. Turin, Milan, Padua, Venice, Bologna, Florence, Foligno, Rome, Ceprano, Naples, Rome, Civita-vecchia, Leghorn, Pisa, Florence, Bologna, Piacenza, Alessandria, Genoa, Turin—50 days. \$33.50, \$24.00, \$16.15.

III—FOREIGN MONEY

and its comparative value in the United States.

These values vary somewhat according to the fluctuations of the rates of exchange.

GERMANY.

GOLD.

20	Marks.....	\$4 75
10	“	2 37½
5	“	1 18½

SILVER.

5	Marks.....	1 18½
3	“ (Thalers, still in circulation).....	70½
2	“	47½
1	“	23¾
50	Pfennings (100 Pfennings=1 Mark.....	11¾
20	“	5

NICKEL.

10	Pfennings.....	2½
5	“	1¼

COPPER.

2	Pfennings.....	½
1	“	¼

PAPER.

5,000, 1,000, 500, 100, 50, 20 and 5 Mark-notes.

AUSTRIA.

GOLD.

(Value fluctuates.)

SILVER.

1	Thaler.....	\$0 70½
1	Florin.....	41
½	“	20½
¼	“	10¼
20	Kreutzers (100 Kreutzers=1 Florin).....	8
10	“	4
5	“	2

COPPER.

2	Kreutzers... ..	1
1	“	½

PAPER.

1,000, 100, 50, 10, 5 and 1 Florin-notes.

HOLLAND.

GOLD.

10	Guilders.....	\$4 00
5	“	2 00

SILVER.

2½	“ (20 Stivers=1 Guilder).....	1 00
1	“	40
½	“	20

50 cents, 25, 10, 5 Nickel, and 2 and 1 Copper.

PAPER.

500 Guilders to 1 Guilder.

GREAT BRITAIN.

GOLD.

1	Guinea (few in circulation).....	\$5 08
1	Sovereign (1 £).....	4 85
½	“	2 42½

SILVER.

1	Crown (5 shillings).....	1 20½
½	“	60¼
1	Florin (two shillings).....	48
1	Shilling (1 £=20 shillings).....	24
6	Pence (12 pence=1 shilling)	12
4	Pence	8
3	Pence	6
2	Pence	4

COPPER.

1	Penny (about).....	2
½	“ “	1

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100 Francs.....	\$19 50
50 "	9 75
20 " (Napoléon).....	3 83
10 "	1 91½
5 "	95¾

SILVER.

5 Francs.....	95¾
2½ "	48
2 "	38½
1 "	19¼
50 Centimes (100=1 Franc).....	9¾
25 "	5
20 " (about).....	4
10 " "	2
5 " "	1

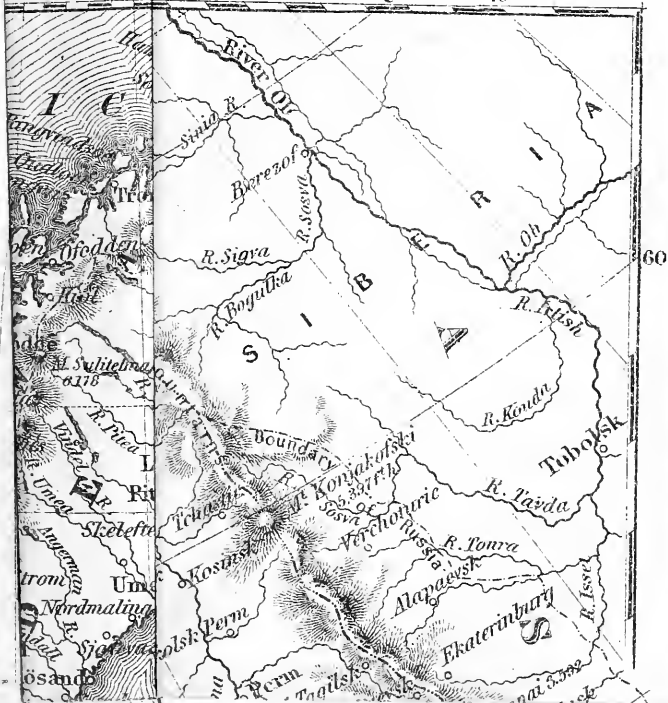
NICKEL.

20 Centimes.....	4
10 "	2
5 "	1

COPPER.

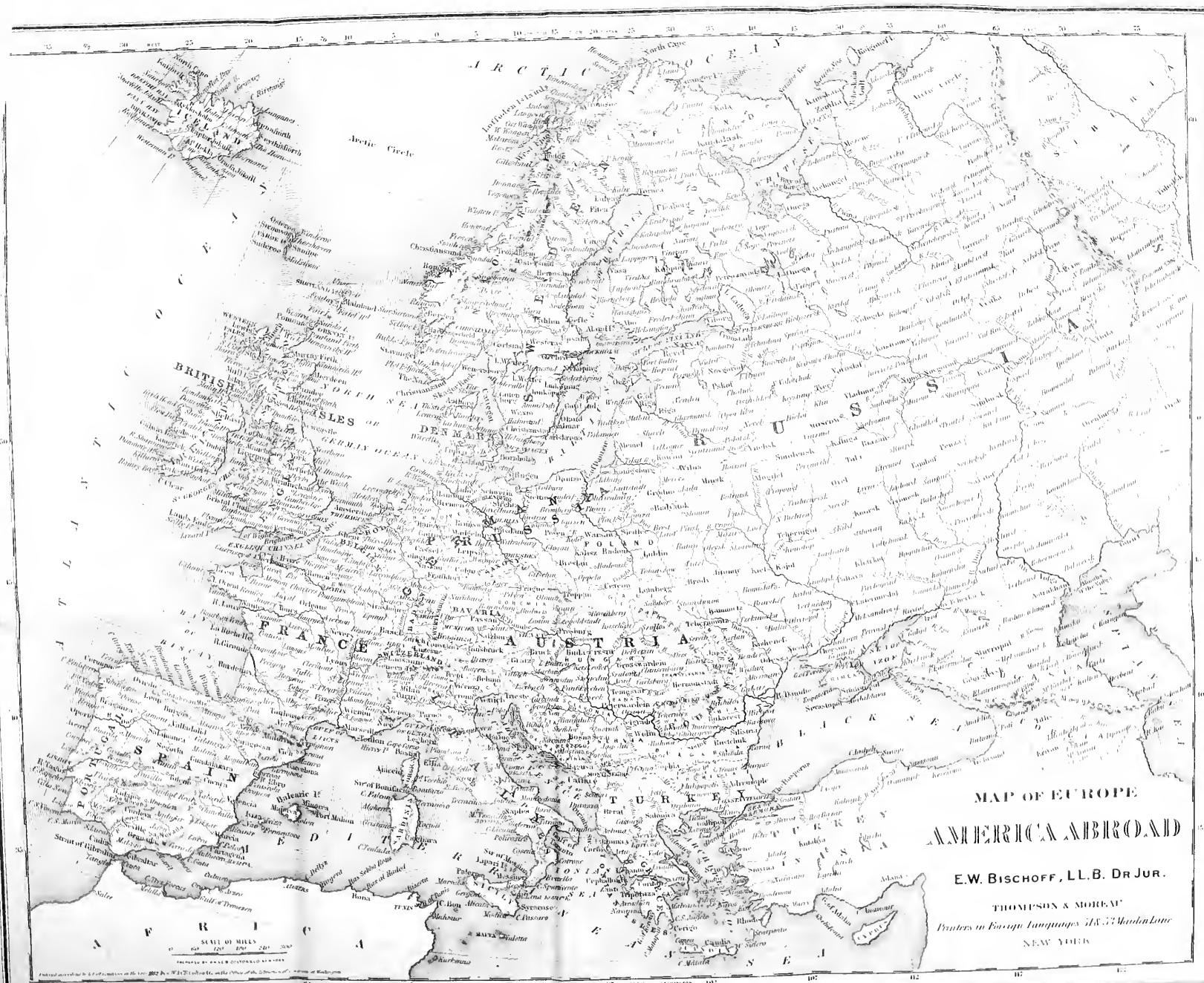
10 Centimes.....	2
5 " (Sou).....	1
1 "	½

15 FROM 20 EAST 70 75



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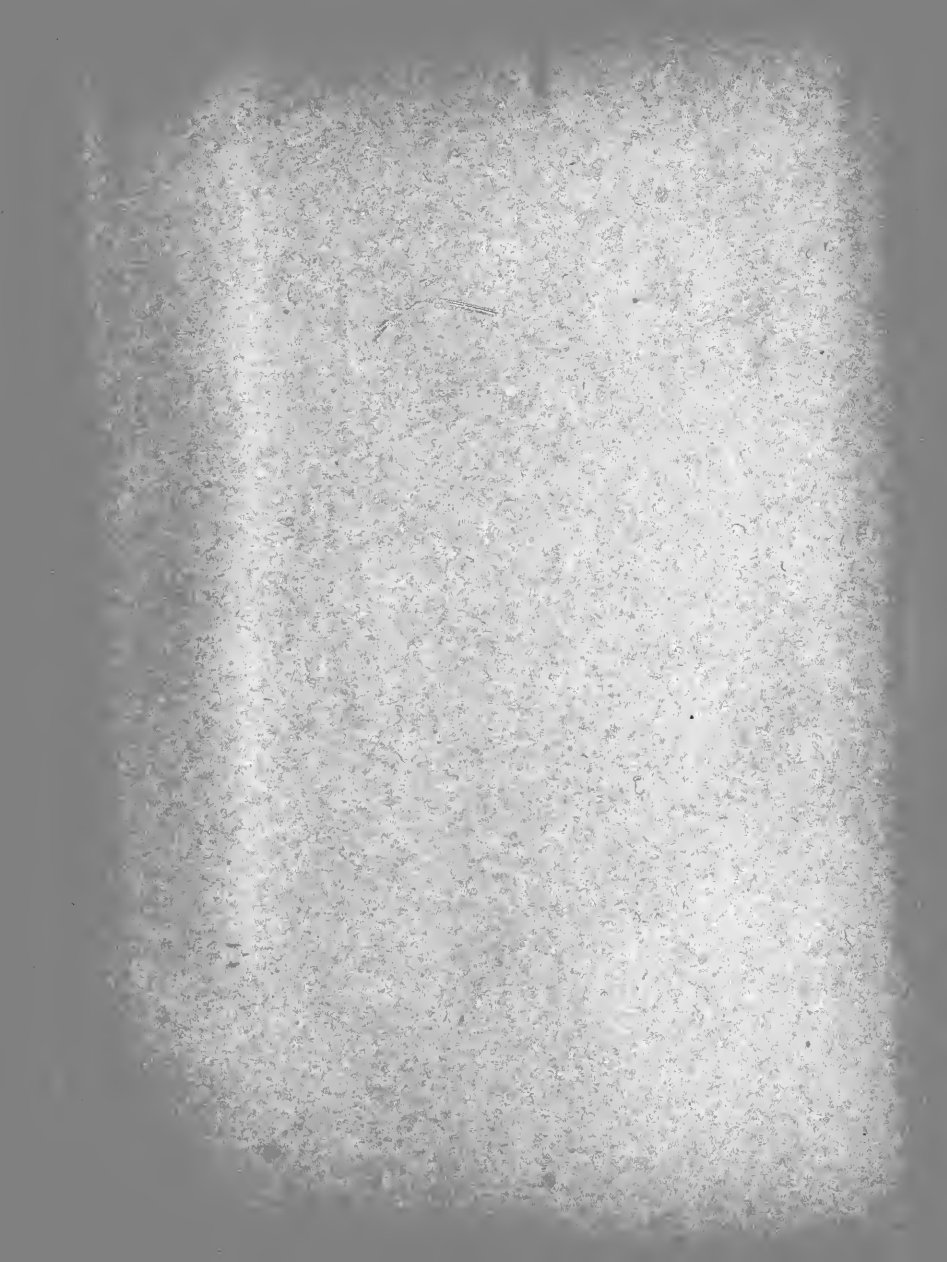


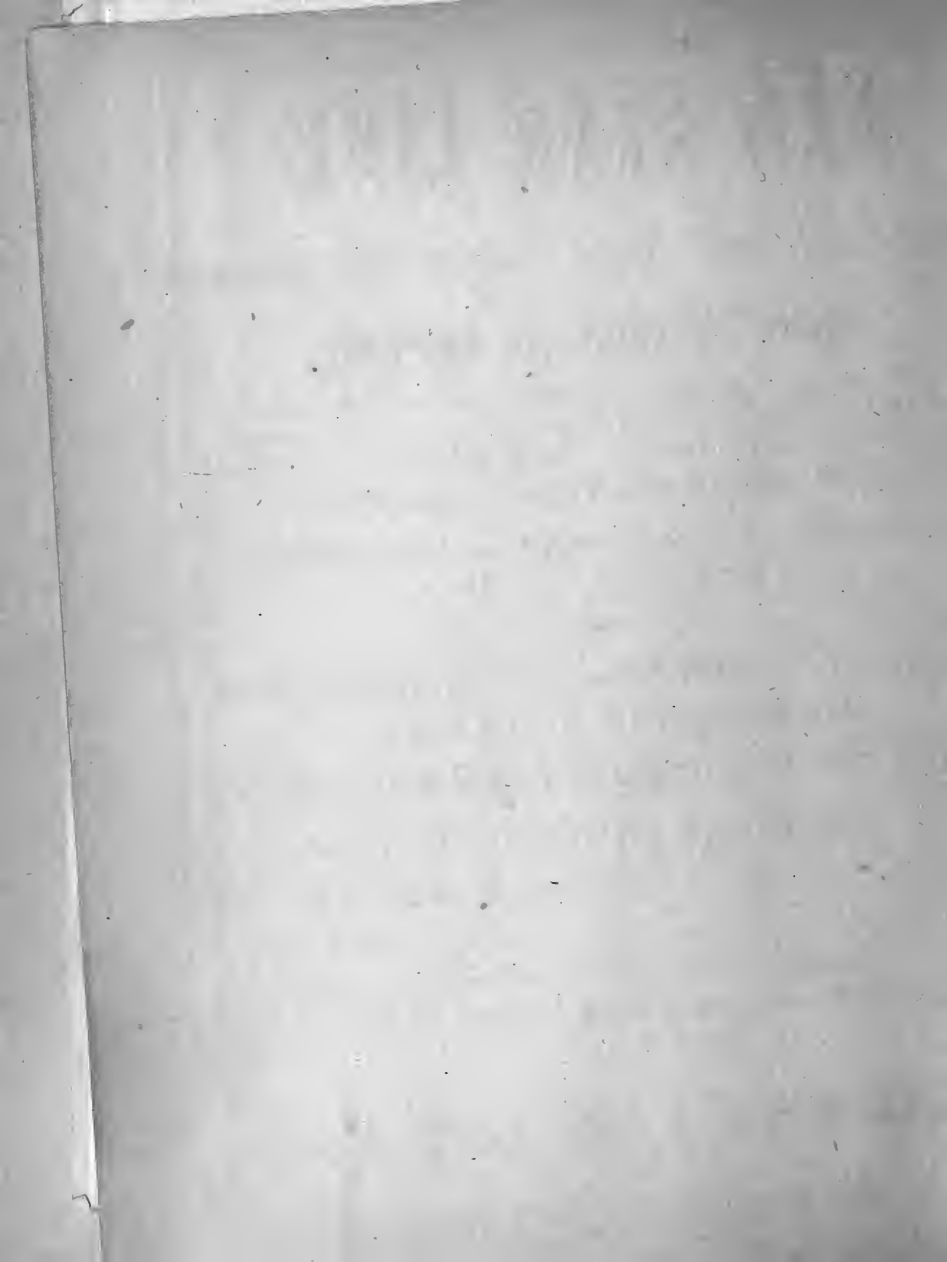
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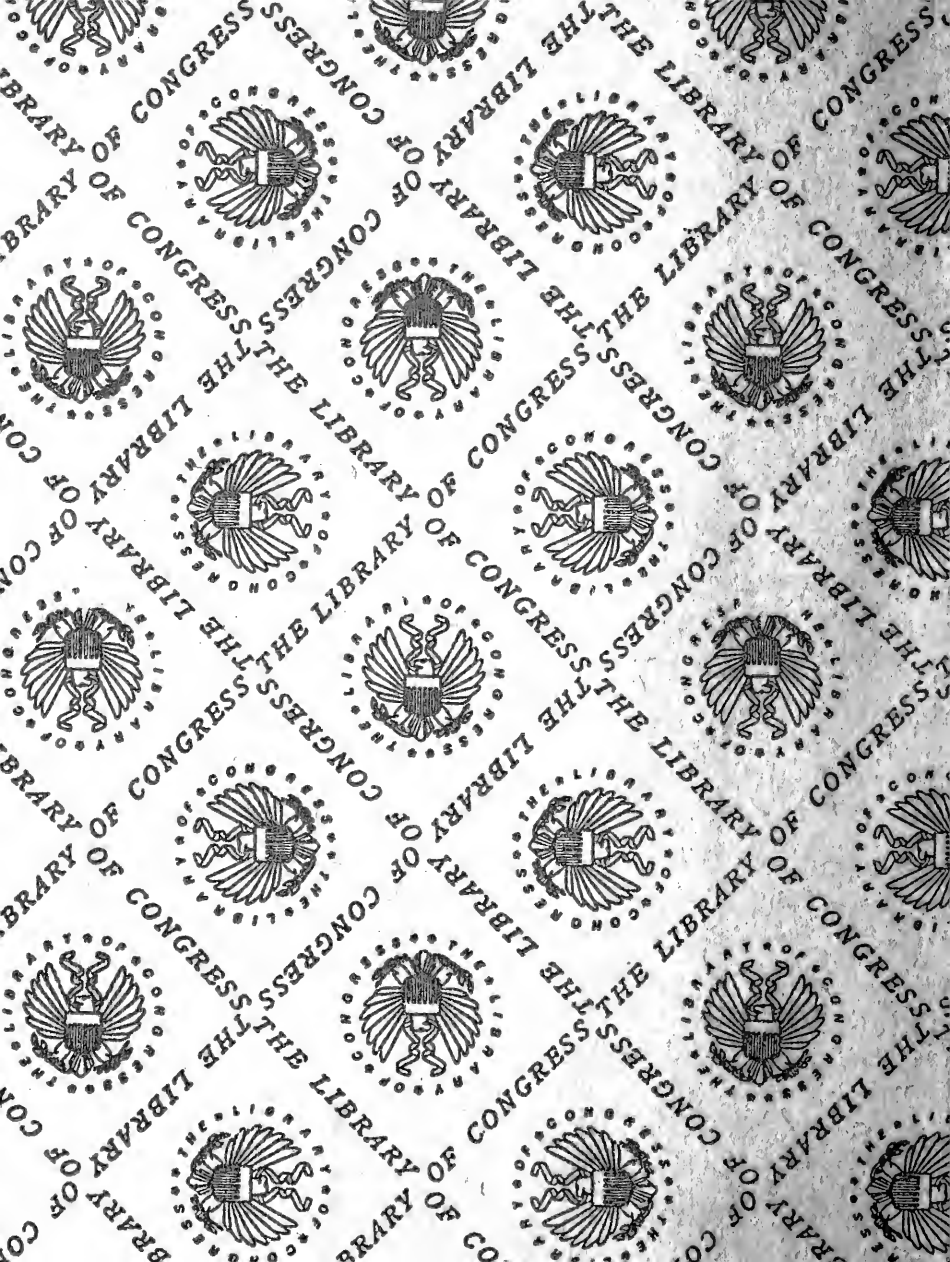
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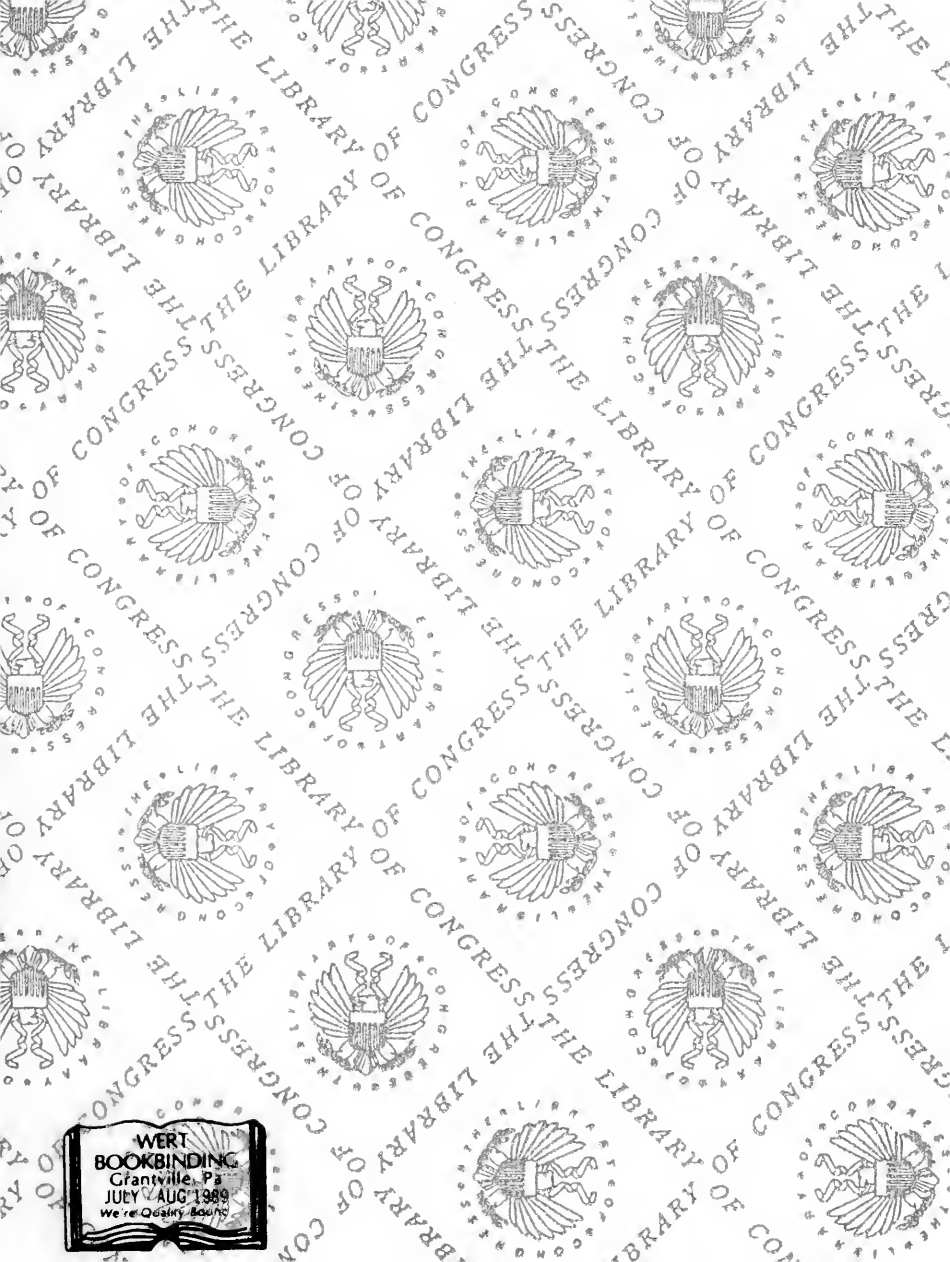
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